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THE

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ESTABLISHED 1857

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Hopgkong, 28th September, 1906. [89 LIONGKONG HIGH-LEVEL TRAM. WAYS COMPANY, LIMITED. In LIQUIDATION.

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Hongkong, 8th June, 1906. DENTAL SURGEON,

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MANAGER. Hongkong, 24th July, 1905.

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Hongkong, 19th October, 1906.

MUTICE TO CORRESPONDENTS. ONL Teommunications relating to the

should be addressed to THE EDITOR. Correspondents must forward their names and adare see with communications addressed to the Editor. net for publication but as suidence of good faith. All letters for publication should be seritten on ans side of the paper only.

No anonymously signed communications that have si rody appeared in other papers will be inserted. inders for estra covies of Daily Pares should be nt before 11 a.m. on day of publication. After that light the supply is limited. Only supplied for Oash Palegraphic Address: Panes. Codes: A.B.O. . th Ed

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On October 12th, at Shanghai, the wife of H. W. Founks, of a son. On October 14th, at Shanghai, the wife WILLIAM CORES, of a daughter. On October 14th, at amburg, the wife t Gusrav Gippenick, of a daughter. On Outober 14th, at Shanghai, the wife or J. M. DARRAH, of a daughter. "At Shanghai, the wife of H. Ramcker, of

Orn October 11th, at Shanghai, M. E. Swepsend, Yangtze Pitot, aged 31-years. On October 11th, at London, the wife of W. E SETHCULT, of lientsin. On October 14th, at Shanghai, Guerave Bover,

TOn October 14th, at Chinking, FREDERICK K s ight-Greenos, in his 53rd year.

Hongkong Office: 10a, Des Voux Road C LONDON OFFICE: 131, FLEET STREET E.C

.Номикома, Остовек 20ти, 1906.

SIR FRANCIS PIGGOTT, Chief Justice, made two pronouncements at the Hongkong Supreme Court on Thursday which deserve special notice. One was more particularly it may be fairly presumed that most other British subjects are aware of the nature of the legal amendment which permits a prisoner to give sworn evidence on his own behalf. It is not easy to tell just what | attitude is best to take in the interest of public policy, regarding this incorporation into Hongkong practice of a practice now fairly well established in Great Britain. To make the obvious remark that most Chinese prisoners would do well to avoid the witness box, in view of the consequent cross-examination, seems scarcely proper; but we take it that their counsel will in all cases advise them, so we have little responsibility in the matter. For either whites or coloured prisoners, the privilege is a doubtful one. In some cases, like the

recent shooting case at Shanghai, it must be an undoubted advantage for the only man who really knows what happened to tell the circumstances. Juries, however, will always be suspicious of such evidence, realizing how much it is to the interest of the prisoner to colour it in his own favour; while if a prisoner does not avail himself of the opportunity, they will be tempted to draw conclusions as to what might have come out in cross-examination. However, as we have said, it is the lawyers who can best apply discretion to such cases, and the task of explaining the position for or against

devolves upon them.

Of considerably greater interest to the European community, although of less moment, were the Chief Justice's remarks to and about jurors. It is the old story of busy men trying in various ways to evade what is officially regarded as a patriotic duty, | and what is publicly described as a nuisance and a bore, entailing very often serious inconvenience and loss. Though His Lordship declared that personal pleas for exempti mon cert has all the elements of success and should such grounds as "insufficiency of staff" were result in a substantial contribution to the deserveinadmissible, we all know that in a busy ing object in view. commercial community like this the pleais at least an honest one, and perfectly | lecture on "Signboards" delivered by the Rev. un derstaudable. The consequences of some T. W. Pearce at the Y M.C.A. last evening. business men sitting throughout a "mail The lecturer found his first signboard, which day" in the jury box can easily be he styled a tributary to the stream of history, imagined. Less honest, perhaps, but more legal, are what the Chief Justice called "friendly medical certificates", by which we take it he referred to cases where a to many of his hearers, who could hardly medical friend of a busy man might stretch realise that such as amount of useful know. HAZELINE' HAZELINE' CREAM, a point and certify (as in one case we knew ledge was to be derived from a study of ""HAZELINE' SNOW," &c., &c., &c. of) that the jurar, being prone to hyperses- signboards. thesia, was unfit to act as a juryman in a case where physical injuries were to be Fitten, D.S.O., and Officers, the Band of the mentioped and described. If such things are ever done or attempted in Hongkong, the Chief Justice has made it plain that the medical certificate must be absolute 1906:and specific, certifying that the patient is unable and unfit to sit on the particular day concerned. Thus there seems little prospect of relief for busy men; if they are too ill to sit on a jury, it is not likely that they will be well enough to attend to business. We cannot help sympathising with them, even though it be immoral politically. As practical men, they know that while all-important in theory, most and Caper Sauce, Cold Bologna Saus-go-Pot to of the jury work could be as well done by less busy people, while their own services elsewhere are practically speaking indispensable. His Lordship's reminder that absentee ; jurors simply transferred their duties to others reads like a high-midded rebuke of selfishness; but neel there he any question of selfishness at all? If a busy man were allowed to send a respectable substitute, nobody would suffer, and the harassed business man would undoubtedly gain. It is certain that there are many men quite capable of doing jury work, who could spare the time for it, and who would very frequently enjoy the experience; but apparently the law provides for no discretion whatever in selecting jurers. No doubt if it tried there would still be protests; and it is probably too utopian to expect that the official responsible would be permitted or consent to receive a list of volunteer jurors, always prepared to be called upon. That would be a commonsense way out of a really awkward difficulty, and we feel sure a sufficiently large list could be obtained; but then an "olo custom" would be threatened, and the Law shares the Chinaman's reverence for that. There is, we believe, still another way out, but it is a somewhat heroic measure, and we lack the courage in suggest it.

> Wireless telegraphy will be employed during the manosures of the Chinese troops this

The fine launch of the Hongkong Hotel Co., Ld., lost in the typhoon, has been recovered and is undergoing repairs.

elequent appeal for subscriptions to wipe off or directed to our Chinese fellow subjects, for reduce a debt of \$8,000 remaining on the three volleys over the grave. H.E. the beautiful, new, \$40,000 church at Sandakan, Governor, many Military and Civil officers and

The Rt. Rev. Bishop Schereschewsky, who e death was recently announced by our Tokyocorrespondent, was by birth a Russian Jew, who early in life left his native country, settled in America, was converted to Protestant Christianity and rose to high distinction in the American Episcopal Church which he joined. He came to China as a missionary in 1859 and after eighteen years of labour here was chosen to succeed the late Bishop Boone in the Missionary See. Since 1880 he had suffered from partial paralysis, brought on by heatstroke and accordingly he resigned his bishopic. His time. was then devoted more than ever to the task of translating the Bible into Chinese which he had made his life-work. Two complete translations were made, one in Mandarin and one in easy Wenli. The Bishop was seventy-four years old.

Navigating-Lieutenant Charles E. Beckwith TELLER GRAMS. of H.M.S. Dradem has been appointed Harbour Master temporarily.

Among the passengers by the P.M. a.s. Siberia which arrived in port yesterday was H.E. Wu Ting-fang, Chinese ex-minister to Washington.

Yesterday Messrs. Hughes and Hough, auctioneers, offered for sale by public auction the Spanish steamer Neil Macleod, but as the price offered, \$10,000, was below the upset, the vessel was withdrawn.

Yesterday the following typhoon warning was received from Manila by the American Consul :- " Manila, 3 p.m. Deprension E.N.E. of Manila approaching Luzon. It will probably become a cyclone."

The Portuguese community is also joining in the good work of relieving the distress caused | United States. by the terrible visitation of last month, and to-night a concert will be given at the Club Lusitano in aid of the Typhoon Relief Fund. An excellent entertainment is assured. The programme is bilingual, but in addition to the English and Portuguese songs and choruses, there will be physical exercises by gentlemen well known in local sporting circles. i he con- ill health.

Interesting, amusing and instructive was the among the Romans, and with explanations of the signboards then in existence wended his way to the trade signs now extant, which he described with a wealth of detail surprising

By kind permission of Lieut. Col. A. G. Second Bathalion "The Queen's Own" (Royal" West Kent Regiment) will play the following programme of music during dinner at the Hoogkong Hotel, on Saturday, 20th October.

"Unde The Double Eagle," Wagner Overture ... "Guy Maanoring,"...... Bishop Valse ..... " Mondageht am Rhein" ... Vollstedt Chant sans Pareles, Chanson Triste, Chanson Humoreske, Tscha kowsky Rem niscences of England ...... F. Godfrey Serenade ... " Moonlight."

Grant March from "Tannhauser,"..... Wagner MENU. 20th October, 1906.—DINNER Hors D'Ocuvres—Sardine on Toast. Soup—Mock Turtle. Entrees-Veal Cutlets and Green Poas, Rolled Shoulder of Mutton and Ohion Sauce, Patties a la Toulouse Curry-Ox b ain. Joints, &c. - Roast Sirloin of Beef and Baked Potatoe; Roast Turkey and Sau age, Boile i Sheep's Heat. and Onion Saisci. Sweets-Toa-t Pudding, Plum Pudding and brandy Sauce, Strawbery Ice Cr. am. and Finger Cakes, Cheese Straws. Dessert-Coffee,

VOLUNTEER CAMP.

Maxim gun drill and practice proved very a motor car. interesting yesterday morning, and the Volunteers felt repaid for their exertious of the week by noting the advincein their work. Perhaps the feature of the d y was the infantry drill and skirmishing practice, which was almost a necessary prelude to the field day of this afternoon when all units act in conjunction with the Royal West Kent R giment.

The official guest night has been arranged for to-night instead of Monday and there is little doubt that the members of the corps will provide a capital entertainment for their visitors.

THE "KINSHAN" AND "LEUNGSHAN" REFLOATED.

The Hongkong, Canton and Macao Steam. boat Company's steamer K nshan, which was driven ashere our sandy beach at Capsuimoon by the memorable typhoen of the 19th September, and the Company's ateamer Loungehim, which a subsequent typhoon beached on the island opposite. were both successfully refloated yesterday and brought into the harbour. The Kinsham is expected to resume running to Canton next week, and only a few more days are necessary to complete the repairs to the Mongchistum continues unabated: Patshan. Satisfactory progress is being made with the operations for the floating of the Heungehan and her arrival in the harbour may be expected in the course of another week.

MACAO. (PROM OUR CORRESPONDENT)

October 18th. THE FUNERAL OF GENERAL GONCALVES. The funeral of General Goncelves took place on Thursday last with full military honours. The cortege was composed of all the Mr. J. Nimmo Wardrop has, published an available forces. The artillery with four guns fired nine rounds, and the police the usual civilian friends of the deceased were also following manner:

> TINNED PROVISIONS. -It would be well for the Government in inspect and analyse some of the canned goodwhich are being exposed for sale for public consumption in some of the shops in Macao. Some of these goods are reall unfit for con- for 1905. sumption and should be destroyed.

THE STEAMER "WING-HANG.". The "Wing hang", a new river boat, is now running regularly every morning from your port to Macao, in place of the ill-fated

"Wing-chai". MISCELLANEOUS. The weather for t e last few days is fine but rather warm for this time of the year. The city is still in the dark at night.

The Post Office continues to deliver letters very late every night to the inconvenience

"DAILY PRESS " EXCLUSIVE SERVICE. "DREADNOUGHT'S' GUNNERY.

London, October 19th. gunnery trials of H.M.S. have proved highly Dreadnought successful.

HURRICANE AT CUBA.

London, October 19th. severe hurricane has swept Cuba and the southern coast of the

FRANCE.

LONDON; October 19th. Clemenceau succeeds M. who has resigned owing to

> REUTER'S SERVICE. THE LOSS OF A FRENCH BUBMARINE.

LONDON, October 17th. The British Consul at Tunis has telegraphed to Malta for assistance to rais of 125 feet

THE UNITED STATES IN THE FAR

LONDON, October 17th. The United States Government has ordered the despatch of four powerful armoured cruisers to join the squadron in the Far East, for the more effective protection of American interests.

EXTRAORDINARY ROBBERY IN GERMANY.

London, October 17th.

A most astounding robbery has taken place at Koepenic, a suburb of Berlin. A man dressed as a Captain, stopped a squad of Guardsmen inturning from drill, and ordered them to accompany him to Koepeuic, where they entered the Town Hall and arrested the Mayor and the Cashier, and after sending them to Berlin, under guard, £250, on the strength of a bogus Imperial order regarding Municipal irregularities. The supposed Captain, then ordering the Guardsmen to remain in occupation of the Town Hall, decamped in

N.-C. Daily News Service.

THE RECALL OF GENERAL GRODEKOFF. TOKYO, October, 14th.

General Grodekoff left Vladivoslock yesterday for St. Petersburg.

FUTURE OF VLADIVOSTOCK.

TOKYO, October 14th. A resolution has been passed by the Russian Commission, by bleven votes to eight, in favour of the maintenance of Vladivostock as a free port. It will shortly be submitted to the Council of Ministers.

A CURRENCY STRAW.

Texro, October 14th. Japanese military notes at Chargehun rose tem per cent upon the completion of the permanent way of the South Manchurian railway. They now outvalue the Russian rouble notes.

THE JAPANESE IN MANCHURIA.

Tokyo, October 15th. The influx of Japanese to Northern Manchuria through the frontier towns of Changehun and

JAPANESE ESTIMATES.

Tokyo, October 15th. " he departmental estimates for the next fiscal THE greatly exceed the figures of the current budget, but the government intend to maintain the statu que by readjusting old enterprises.

THE NORTH CHINA INSURANCE COMPANY, LIMITED.

The Report for presentation at the Third Ordinary General Meeting of shareholders, to be held at Shanghai, on October 23 says: 19:5.—The Belance at credit of this account is ls. 291,925,59, and after deducting an interim div deud of 74 pr cent, aggregatiog

Tis. 26,229.51, paid on May I last, there remains a sum of Tiv. 265,696,+8 which the Directors recommend should be appropriated in the A fi al dividend of 71 per cent on the paid.

A bonus of 15 per cent upon contributory £10.0 0 to the credit of sterling reserve. . nd the balance to be transferred to under-

writing reserve account, closing the account 1906.—The balance at credit of working account to June 30 amounts to Tis. 185,529.01.

VAH KA-DER DECAPITATED.

A Soochow dispatch states that Vah Ka-der was decapitated on October 13th by order of Governor Chen Kuei lung. There is also a rumor current that, feeling escape to be impossible, Vah Ka-der committed spields while on the way to Soochow by taking raw opium and that upon this being reported to the

Governor on arrival at that city, his Excellency ordered the man's head to be struck off without loss of time.

SUPREME COURT. Friday, October 19th.

IN CRIMINAL JURISDICTION. BEFORE SIR FRANCIS PIGGOTT (CHIEF Justice).

a ALLEGED MANSLAUGHTER. George Street, a warder in Victoria Jail, surrendered to his bail on the charge of manslaughter of a prisoner named Wu Luk. Sir H. S. Berkeley, K.C., instructed by Mr. F. B. L. Bowley, Crown Solicitor, prosecuted, and Mr. M. W. Slade, instructed by Mr. E. J. Grist (of Messrs. Wilkinson and Grist), appeared for the defendant.

Prisoner pleaded not guilty, and the following inrors, were called :- Mesers. P. C. Knyvett, W. King, S. W. A. Uldail, J. Craik, G. Preedsmann, C. chulienbach and J. B. Scott.

The Attorney General informed the Court that the prisoner, who was a warder in the jul was accused of having feloniously and unlawfully caused the death of a prisoner by striking him, poking him and giving him a blow with a truncheon while the man was engaged at hard labour in the prison. The effect of that blow. it was alleged, was to rupture the spleen of the prisoner, who apparently at that time was suffering from an unlargement of that organ. It appeared that the rupture at the time was elight, for the man made no complaint. The blow was struck about 1230 p.m. on the 24th ultimo and the prisoner continued at his work of hard labour for the rest of that day during the regulation hours. He appeared to have defendant taken his meals as usual and went to bed, and on the following morning took his meal in the the Lutin. The submarine lies at a depth cell and in due course was paraded for hard labour and went to his work. At eight o'clock that morning it was said that deceased fainted. He was taken to the jail hospital and examined by Dr. Moore who could find no external injury to account for the condition the man was in. At about a quarter to eleven that morning Mr. Craig, the assistant superintendent of the jail, saw the deceased in the hospital and deceased made a complaint to him.

In consequence of this - Mr. Craig cont. for several warders, including the accused, and made them file past the place where deceased, was lying. The accused was the last of five to pass, and on his passing deceased pointed to him and charged the warder with having struck him with a truncheon on the previous day. Mr. Craig then took the depositions of deceased-which he was cutitled to do under the Ordinance, being a Justice of the Peacein the presence of the accused, and the warder. cross-examined the man. What reliance could be placed on what the man said was for the jury was the blow the accused was alleged to have may be borrowed from the groundsman on the given. If the jury found that accused struck | ground. the blow which caused the prisoner's death, it was their duty to find him guilty. It was absolutely essential that the persons of prisoners in H.M. jail should be safe from any attack except in such cases where personal punishment was ordered to be inflicted.

Before the evidence for the Crown had concluded the Attorney-General intimated that he did not intend to call further witnesses. Then Mr. Slade said he proposed to call the

prisoner, and the warder was called. George Street, sworn, said he was a warder in Victoria Jail, and was in charge of the lower yard in the jail in wich deceased prisoner was on September 24th. It was not true, as stated; that he struck deceased on the 24th. He never at any time struck him. He had been a warder in the jail for about three years, prior to which ; he was a corporal in the Derbyshire regiment. Cross-examined-The 24th ultimo was de-

ceased's first day of hard labour. He could not remember whether deceased was on shot or stone drill. He left the platform that morning several times, but every warder had to get off to change the drill or teach the men how to do their work. He did not get down to teach that particular man (deceased) how to do his work. Some new men were very clumsy at doing shot drill, but he had no occasion to find fault with anyone that day. He could swear be did not push or strike any man that day.

Mr. Slade then stated that the Attorney-General had not called the whole of his witnesses. The jury should bear in mind that it was always necessary for the Crown to prove their case. The ex-lukong's story was not corroborated by any of the 62 prisoners, neither by the men working on either side work for 24 hours after he had ruptured his example. spleen, or whether the homorrhage caused by a ropture of the spleen would not in probability incapacitate him from work. Why one doctor should be unwilling to state a fatal fire on the s.s. Hankow. perfectly obvious commonsense fact, he could not make out.

His Lordship then explained the salient points to the jury who were unanimous in their verdict of not guilty, and the prisoner was discharged.

PRISONER COMMITTED FOR PERJURY. Chan Ming, a prisoner, who was a witness for the Crown, was then called up.

lie for which you are going to prison. You said personal scandal, or false news.

that you had been struck only by one European warder and one Indian, thereby denying what you had said in the Police Court, where you said that several warders had struck you. You also said that you had made a complaint to Mr. Craig, whereas it is-perfectly plain from the records produced that you had not: I sentence" you to three months imprisonment with bard

> IN SUMMARY JURISDICTION. BEFORE ME A. G. WISE (PUISNE Junge).

"A FINE SPECIMEN OF A BOY." Pau Fan sued William MacLeod to recover the sum of \$14.28 alleged to be due for wages.

Plaintiff told his Lordship he was employed by the defendant as bill collector at a salary of S5 a month. He started work on June let and left on October 8th, but had received only one month's salary.

Defendant said he employed the plaintiff casually, but the latter had got the idea he was in his employ. The plaintiff was in the employ of another persons Witness had employed him in the month of June, and had paid him. Then when he went away for a time he left the plaintiff in charge of his clothing, and on his return found that it had been damaged to the extent of \$27.50. "He's a fine specinen of a boy," said the defendant in conclusion, "and that is the way he looked after my affairs."!

His Lordship-There will be judgment for

MUST APPEAR IN UNIFORM. In the case in which Wong Chi, a lukong, was summoned by the Kiu Hing Lung for the recovery of \$15.30, plaintiffs did not appear When the defendant was called he appeared in

civi ian outfit. His Lordship-1 don't approve of constables coming down here in plain clothes. They must come in uniform. What did you come. down like that for ?

Defendant-I didn't know, my Lord. His Lordship-Well, you had better learn. Constables, soldiers and such like have got to come here in naiform. All right. Run away.

> LOCAL SPORTS RUGBY FOOTBALL.

HONGKONG FOOTBALL CLUB. The following have been selected to play in the Club practice match to-day at 4.30 sharp: -Colours : Back, T. C. Gray ; & Backs: Bell R.N. J. C. Kendall, J. May R.N. and G. L. Jatham R.N.; & Backs: J. C. Jonghin and P. Blunt; Forwards: H. F. Chard (Capt), H. M. Kendall, to decide. He was evidently worse than R. G. Munro, J. Honron, E. Rogers R.E., T. anticipated, and on the advice of the jail doctor, S. Greenwood R.N., F. O. Davies, H. J. was removed to the Government Civil Toptiss, and S. C. Vickers; Whites: Backs W. Hospital for further attention. There Dr. S. Gilbert R.N.; Backs: A. M. Forrest, T. E. Koch examined him, and found that it was Pearco, S. Petley and A. Gregory, & Backs: A. necessary to operate at once, and remove M. Freser R.A.M.C. and R. J.-Blackburn; Forthe spleen which was ruptured. The wards: H. G. C. Bailey, R. M. Rankin a A.M.C. great dispute between the Crown and the T. G. Drakeford, A Gange, H. F. Hickman, rupture whother it was a blow, and whether it | Mackay; Referee: Mr. J. Clark; While Jerseys:

CRICKET.

HONGHONG CRICKET CLUB The following will meet in a match to-day · Hills " v. " Plains", commending at 2 p.m shorp :

Mr. W. C. D. Turner, Mr. R. Hancock, Captain Krickenbeck, Mr. Harry Hancock, 119th Inf. Captain C. Druco. Mr. A. R. Lowe, Mr. H. E. Stanger-Capt. H. W. Smith, Leathes, I.M.S. Lt. R. S. Lucy, R.A. Lt. J. U. Hope, R.A.

Mr. W. A. Powell, Mr. H. W. Woodward, R.N. Mr. Wm. Dixos. Hon, Mr. T. Sercombe Mr. R. A. B. Ponson: Mr. G. E. Morrell, Mr. Walter Daniel, Hon. Dr. J. M. Atkin-

Mr. E. A. Fowler,

Mr. A. S. Cobden. Mr. C. H. Falloon, CHAIGHNGOWER C.C. V. POLICE C.C. This League Match will be played to-day at 2.15 p.m. on the ground of the former Club, which will be represented by the following :-L. E. Lammert (Capt), R. Busa, M. E. Asger, A. O. Brawn, R. Pestonji, L. A. Rose, J. D. Kinnaird, E. Irving, E. S. Ford, G. Evans and

CANTON-

Mr. R. E. O. Bird.

Mr. J. Hall,

October 17th

SHUM'S GOOD FATHER. It appears that Viceroy Shum's late father of the deceased. With regard to the medical earned praise and fame for his just administraevidence, while one doctor admitted the fact, tion of the office to which Shum is now going. one-would not at first say whether he thought The Empress-Dowager has sent a message to it probable that the deceased could live and Shum reminding him of this excellent paternal THE BUENING OF THE E.S. "HANKOW."

Vicercy Shum is understood to have sent a deputy to enquire fully into the incident of the BOYCOTT HEROES. The three men recently released from prison,

where they were confined for insulting the American President's daughter, have received \$500 each from the Chinese in San Francisco. THE PRESS LAWS.

The Peking Police Bureau has turned its attention to the Canton newspapers. They are telegraphically forbidden to write dis-His Lordship, addressing him, said—I believe respectfully of the Royal Family; to discuss that most of the statements you made in the state policy at all (!); or to publish anything box are lies, but as I am going to commit you likely to disturb the people, anything contrato prison for perjury I will specify the precise morality, state secrets, sub judice law reports,

HAMBURG.

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GERMAN SHIPPING SHARES. Within the last fortnight both the Hamburg. American Line and the Norddentscher Lloyd have declared their intention of rai ing their share capital by the issue of new stock, the former by 20 million marks the latter by 25 millions. In a communiqué addressed to the papers the Hamburg company states that the results of the first six months of the year have been eminently satisfactory warranting the belief in a balance-sheet at the end of the twelve months at least as favourable as that of last year when, I may add in parentheses, they declared a dividend of 11 per cent.-although they can count on ne extra profits such as accrued to them from their transactions with the Russian government during and immediately after the war in the East. The prospects for next year appear equally promising considering the ever increasing demand for freightroom, to meet which they have been compelled to charter steamers from other owners that have not always come up to their own standard. An extension of their float has thus shown itself to be imperative. particularly on the North-American line, their known to have taken large quantities, two new steamers the Amerika and the Ang sta Victoria having found so much favour with the public that half the applications for passages have had to be refused, and that it seems advisable to order more boats of the same type and size in order to establish weekly sailings. The want of steamers for the Hamburg-South American, the Humburg West Indian and the New York-West Indian service is equally pressing, whilst the newly planned line between Genoa and the River Plate under German fing and the recently opened ones to the Persian Gulf and the ports of the Sudan will require additional steamers, others are needed for the costal service in Chinese waters. It is obvious -that the cost cannot be defrayed out of the profits of the company and the board of directors consequently propose a fresh issue of shares to the extent of M. 20,000,000,-to be offered, in the first place, to the present sharoholders at a

reasonable premium.

Strange to say on the day this announcement was made the price of the shares dropped some 2 to 3 per cent, but it has since been explained to have been due to other causes and a mero coincidence. The announcement of the intention to increase their capital on the part of the Narddentscher Lleyd, shortly afterwards, had no effect on the quotations of their stock. The delay in the publication of it is attributed to a fear that the Hamburg scheme might have taken the wind out of their sails and that two emissions of such magnitude placed on the market at the same time might not be favourably received by the public. It was therefore deemed advisable that the chairman of the company should proceed to Berlin to sound the leading fluencial firms on the subject, before publishing their circular. He must have been completely reassured on that point however, as the announcement appeared in the papers on the 8th inst. It does not enter into particulars but confines itself to the statement tha the increase in the traffic makes the acquisition of additional steamers necessary and that it is intonded to issue new shares to the amount of M. 25,000,000, which the had had just about as bad a time as any of the shareholders will have the option of taking up at a premium of 10%. A general meeting is called for the 28th inst, the same day on which the Hamburg directors are going to submit their proposal for ratification. There can be no doubt of the sanction of the shareholders being obtained in both cases; the capital of the Hamburg company will then consist of M. 120,000,000 ordinary and 69,000,000 preference shares whilst that of the Norddeutscher | after lightening-managed to get affeat again on Lloyd will amount to M. 180,000,000 of which | the evening of the 5th. The damage sustained M. 55,000,000 are preference chares. The fleet of the Bremen line numbers at present 86 sesseing steamers of together Te. 577.912 hole forward. Every endeavour has been made construction. Besides these the company owns 48 steamers of an aggregate tonnage of Ts. 68,853 employed in the Indo-Chinese coastal service and sundry river steamors. .

EXPORT TRADE BRISK.

present is shown by the fact that, unless goods in a couple of days' time. for shipment are delivered on the quay at least ten days before the sailing of a vesse', they are mostly shut out, Ail the industries in the country seem well engaged for into the new year mostly for export, so that a continuance of the YUNNAN-FU AS A HEALTH RESOR'F. demand for freightroom is pretty well assured.

THE NEW COLONIAL DIRECTOR. The appointment of a banker, Herr Dernburg, to the post of director of the colonial department of the government is a new departure, which has met with the warm approval of the public and the press, It has been no secret that Prince Bulow has for some time harboured the idea of placing the administration of the colonies on a commercial basis and that Wiegand, chairman of the Norddeutscher Lloyd. and it is said had even approached one of the Bürgermasters of Hamburg, but both declining, had fallen back on the Prince of Hohenlohe who has lately resigned finding thunkless task. Herr Dernburg of Darmstädter Bank is a man of strong character in the financial world. He has given up a position worth over £12,000.-pa. for one the income of which is barely one sixth of that, and which will entail a great deal of bard work and probably still more unpleasantness and worry, for in spite of his having been made a privy counsellor of the first class with the title of "Excellency", it is not to be supposed that he will be able to make innovations and introduce reforms in the service without encountering considerable opposition, both overt and latent, on

the part of his subordinates who have been trained, most of them at least, in the traditions of bureaucracy. He has however not burnt his ships behind him and if at any time he should desire to retire from office, he with his past experience and his newly acquired insight into. colonial matters, will find little difficulty in re entering his old career.

SUGAR AND TOHACCO TRADE ALARMS. The insurrectionary movement in the Island of Cuba has caused great excitament in the Sugar and Tobacco markets during the last few months; it feered that, even if the plantations should escape destruction, the labour available under the circumstances would be insufficient to gather in the crops. That of sugar cane promised to be the largest on record, being estimated at Tis. 1,300,000 as compared with Tis. 1,116,000 last year and Tls. 1,140,000 in 1904. With a plentiful supply in view business had been very slack until the recent events in Cuba roused boyers from their lethargy, when enormous demands from all countries chiefly however from the United States set in and prices advanced some 20 per cent. It is said that the most modern application, manuel by Tls. 150,000 have already been bought by the scientific staff who would do credit to any old New York Sugar Trust and that orders for Tls. 50,000 more were expected from that quarter alone, whilst Great Britain is also Since vesterday however the tide seems to have turned, the more peaceful aspect of af fairs in the island having brought out sellers in . great numbers, prices gave way considerably and it now remains to Te seen what the market will do if left alone. The accounts of the growing beet crops in Europe are not entirely satisfactory and Ts. 100,000 less are expected from Java than last year, but the stocks everywhere are large, considerably larger than twelve months ago, so that with a full yield in Caba supplies would exceed the requirements of the world although, as long as the present wave of general prosperity continues, the consumption is likely to go on increasing particularly in countries like the states of central and south America, the natural resources of which.

SANDAKAN NOTES FROM OUR CORRESPONDENT.

are being more and more developed every year.

October 12th.

THE TIPECON. The N. D. L. s.s. Borneo arrived here on the morning of September 27th and brought a reminder of the great typhoon in the shape of a rescued Chinaman. The Borneo left Hongkong at 11.30 alm, on September 19th, and the man was picked up three hours later. He was respued from the bottom of an overturned junk and reported the rest of the crew, 25, were all drowned. At eight o'clock the same evening inquiry. the Borneo was struck by another typhoon, and for twelve hours she was more or less buffetted about at the mercy of the wind and waves. However she came through it without damage, but picked herself up just about 100 miles out of her course! As if this were not enough, the Romeoupparently only just escaped a third typhoon-when about nearing the Palawan Island she got the tail and of the blow and sea, but, fortunately, nothing more and arrived at Kudat without further incident, albeit one day late. From what could make out on board, the Borneo erew care about and therefore had all the typhoons they want for the rest of their lives.

THE "BORNEO" STBANDS. Typhoens in Hongkong and the China see were evidently not enough in the way of it luck, for the next thing to happen to her was to strand on an uncharted rock on the far side of Sandakan's beautiful bay-near Pulan Bai She stranded on the morning of the 4th but as far as is known, is little more than slight, viz: -three plates started, and one small burden, of which ten are still in the course of to patch up the damage here, but it is not easy -with only native divers, without costumes and working at some fifteen feet depth. She is leaving for Horgkong to-night, and it is to be hoped she will have a fine run up.

The Mausang also had a heavy passage down That the export trade is exceedingly brisk at from Hongkong. She is to leave for your port

> There is no further word of the new Railway (Kudat-Sandakan) as yet, but something in the way of a move is looked for shortly.

There is a curious contrast, in one respect

between the English in India and the French in Indo-China. While the former, even when residing on the littoral, as at Bombay and Madras, make a practice of seeking health during the hot season at some hill station, the Ereuch resident at Hanoi takes a trip to what continent to the North of the Yangize. he considers the "seaside," where the ed River pours its thick, muddy waters into the the Formess Channel, and strong N. and N.E. steaming Tonguin Gulf. There was a cogent winds to giles will prevail over the N. part reason for doing so before the opening of the of the China Sea. railway to Lookui last April; it was then imwith a view to this he had offered the office to Herr possible to get up country except at great at 10 a.m. to-day, 0.00 nches. secrifica of time and money. Now, howeve that the journey to railbead only occupies 24 hours, the annual migration of fashion- to-day is as follows: ables should set towards Yunnan. Laokai: the present terminal station, is not, it must be owned, notorious for a low temperature; the climate is a bit cooler than th sweltering seashore south of Haiphong, but not to a material extent. Beyond Laokai, however, and of wide experience, who has made his mark | there are some bretzy hills, and as the railway, | South coust of China between when completed as far as Mengtse, will run close by, miniature Simlas and Mussocries should before long provide "Capuas" for the roasted and enervated French officials down country. That change will afford some alleviation of their climatic sufferings, but it will not be until the line reaches Yunnan-fu, some 200 miles beyond Mengtse, that an ideal sanatorium will be at their disposal. With

lofty mountains all around, snow-clad far down

during winter, and with a succession of four

beautiful lakes stretching to the southwards,

Yunnan-fu should be destined to a high place

among the health resorts of Southern Asia.

REVLEW.

Second Report of the Wellcome Research Laboratories of the Gordon Memorial College, Khartoum, by ANDREW BALFOUR M.D., B.Sc. FR.C.P., etc., Director. Published by Department of Education, Sudan Government, 1906.

This report is equally creditable to the Sudar Education Department which publishes it and to the Staff of the Laboratories who contribute its contents. The clear letter press makes read. ing a pleasure, whilst the general arrangement, beadings, and notes renders sought-for information easily attainable without the usual aggravating hant. The plates both coloured and plain are excellent.

When we consider that only a few years ago Khartoum as a City was wiped out, that rampant Mahdism murdered its scant European population and ruthlessly eradicated these germs of civilisation whose growth was laboriously being narsed v Gordon and his predecessors. it is truly a marvel that on the same site stands a noble College, in full operation, equipped with world university and whose researches have already greatly increased our too scanty knowanim il trypanosomiasis which threaten the very existence of our colonies,) have identified an found means to destroy those parasites which eat up the dura-crop, the food of the Fellaheen and cause irreparable injury to the cotton on which the future prosperity of the Sudan so greatly depends.

Mr. H. S. Wellcome may well be proud of the Laboratories he endowed, whose labours have been recognised by the award of four gold medals, two grand prizes and a diploma of honour at the Liege exhibition, and whose functions of promoting technical education, the study of tropical disease (of which the local medical men both civil and military avail themselves), of inquiring into all those varied conditions which promote or retard the economic development of the Sudan are being efficiently, and reaction type. For all practical purposes and zealously performed. Truly the ground it may however, he accepted that for marine justified by the blood of the martyred Gordon is bearing fruit a hundredfold.

This work, be it remembered, is carried on under all the adverse circumstances of a hot, enervating climate, amidst plagues of dies and dust-storms and with the assistances (?) of natives who "never get beyond the bottle-washing stage," very different from the Chinese who can be trained to carry out carefully all those details usually consigned to an assistant.

sickness, distribution of Tae Tso fly, jig ger fli s injurious to plants, are a few of the subjects of

It may interest those who ignorantly and foolishly object to all experiments on living animals to know that through such experiments S. Balfour has considerably increased our knowledge of Trypanosomes (the probable mission. cause of sleeping sickness and undoubted cause of disease in cuttle, horses, ect.) has which in time will lead either to a prophylactic or curative success in these diseases. Mudir and Fellah have alike been "pumped." for information. Some of the native ideas are more than quaint. They have appropriately named a peculiarly obnazious fly "the old one."

The Sudanese chickens are mentioned being very tough and unsavoury "due to the unfortunate-birds being drained of their juices. by ticks which cliug to them in dezena." recollections of the Shangbai reaster and original of the Hongkong " spatch em-cock" makes me hope that if Dr. Balfour fluds a remedy it may quickly make its way to China.

Dr. Neave as travelling Pathologist. Mr. Theobalds' work on Mosquitos and that of Mr. E. E. Austin on other biting diptera, all contribute much useful and valuable information. Though part of the contents of this volume

has already appeared in the journal of tropical medicine and other papers (we cannot afford to wait a year for fresh discoveries; its perus il will more than repay all those interested in the large domain of Tropical Disease.

WILLIAM HARTIGAN, м.D., О.Р.Н.

Sept. 20th 1906.

WEATHER REPORT.

The Hongkong Observatory yesterday i such On the 19th st. 12.20 p.m -The birometer has risen over Japan, the depres ion having moved into the Pacific to the N.t. of okkside. Byer the Philippines the barometer con-"tinues to fall slowly.

Pr ssure remains low over the Pacific to the E. of Luzon, where a depression probably exists. The anticyclonic area is still central over the Strong monsoon is expected to continue in

Hongkong rainfall for the 24 hours ending

The forecast for the 24 hours ending at noon

Hongkong & Neighbourhood moderate; fina. Formosa Channel A: South coast of China between ) Hongkong and Lamocks | fresh. Sameas No. 3

LATEST STEAMER MOVEMENTS.

Hongkong and Hainan.

The C.P.R. str. Empress of India arrived at Shanghai at 11 a.m. on Thursday, the 18th inet .. left again at 8 p.m., same day, for Hongkong, and is due here at 7 a.m on Sunday, the 21st inst. The I.G.M. str. Room, carrying the German mails with dates from Berlin of the 25th hept. left Singapore on Friday, the 19th inst., at 9.a.m., and may be expected here on or about Tuesday, the 23rd inst. p.m.

TURBINE AND SHIP.

"The kattle began it. So says Charles

A BAPID REVOLUTION IN MARINE MNGINEERING.

Dickens at the commencement of his story, "The Cricket on the Hearth," and the biographers of James Watt usually repeat the assertion, in connection with the steam engine. It is not so easy to trace the inspiration which led to the wonderfully successful investigations of the Hon; U. A. Parsons to any such prosaic utenul. We are, however, led to believe that the cause of his experiments and concentration, upon the steam turbine was the clever and mathematical treatment upon the flow of higher pressure steam out of divergent monthpieco, which was done between the years 1848 and 1884. This valuable research work, which was verified experimentally, may be said to have made po-airle the wodern steam turbine. It is course, well known that the central idea of the turbino can be traced back to the days of Hero of Alexandria, who, about the year 130 ac. bailt a steam reaction engine The idea of perfecting the rotary engine as it was in 1784 seems to have occurred to James Watt, for in that year he took out a patent for such an engine. But the problem at that time was how to barness steam so that water mightbe pumped from the miles, and the most obvious method of so doing was to obtain an engine which would produce a motion similar to that of the ordinary force-pump, or, in other words, a reciprocating motion. It was natural, thereledge of endemic diseases (such as human and fore, that the use of steam us a matice power should have developed on the lines thus laid down, and until the recent advent of the turbine the reciprocating engine has held an unchallenged position in such work.

It may be well to point out that, although the phenomenal success of the steam turbine has been almost entirely due to the perseverance of the Hon. C. A. Parsons, yet other inventors have, since the appearance of the first Parsons turbine in 1884, turned their attention to the rotary engine. In 18.8 Dr. de Laval built new type of steam turbine, the utility of which for marine purposes may be disregarded, breause it must rotate ut enormously high speeds. This turbine renders the introduction of gearing a sential, in order to keep the speed of the propellers within reasonable limits. It

has, however, been applied to dynamo driving with some success. In 1836 Curtis patented a turbine, which may be called a combination of the De Laval and Parsons turbines, or, as the two systems are technically known; the impulse propulsion the Parsons turbine at present is superior to its rivals.

In order fully to appreciate the rapid advances which have been made in turbine construction, it should be horne in mind that the first turbinwas built only twenty-two years ago, and that the first marine turbine was fitted to the Turbinia in 1894. This little vessel-developed about 980 horse power, while the new Cunard express liners Lu-itania and Mauretania will each develop 63,000 horse power. It will be remembered that a special Turbine Commission was appointed to consider the problem of the Water-supply, mosqu't's destruction, sleeping- propulsion of these large vessels, and a tribute must be paid to the extensive research work of this commission. At the time when it was decided to use steam turbines for these new Congress, the largest marine turb ne installations in use were under 7,0 0 horse power. Suddenly to attempt the design of machinery to give ten times the output was to take a step which shows that great courage and boldness were possessed by the members of this com-

In view of the remarkable revolution which has so recently taken place in marine engineering, he would be a bold man who would dare crystalised much that was previously recognised to say what even the immediate future will in a general sort of way, and has found a path bring forth. While we are congratulating ourselves upon the triumphs of our naval archi tests and engine designers, triumphs which are the outcome of laborious experiments with models and materials, there are numbers at work solely intent upon pushing the coudues of the unknown yet further back, and applying to man's use and o nvenience the wonderful forces of Nature. Those who believe in the mechanical genius of our nation wid be pleased to remember that the invention of one great Englishman has held its own for a century, only to be challenged by the invention of snuther great Englishman. Those who saw the first turbine-driven ship of only t-n years are would the mammoth turbines for the new Cunarders. unloss, indeed, tuey pass seed that disregard for proportion which complete ignorance of knowledge of applied science gives to some properts. It may be excusable, however, at the present time to examine the various suggestions which competent authorities have put forward,

directions in which progress may be made. sleam turbine is that it should rotate very rapidly. On other hand, propellers are not efficient at such very high ap eds. a compre mise has been effected, because the propell-r is coupled direct on to the turbine shaft. The suggestion has been made that the turbine should drive a dynamo, which, in its turn. should supply el ciric energy to a motor direct coupled to the propeller. Thus there would be no rigid connection between the turbine and the propeller. We can imagine that, by means f el-ctrical circuits, the speed, and even the direction in which t e prop-ller should rotate, could be controlled 'irect by means of graduated switches from the bridge of the conving-tower. The intervention of engine-room telegraphs and telephones could then be dispensed with, and it would be unnecessary to make arrangements for the turbine to run stern, which at present is by the Yochow, the master of the Akashi Muru a disadvantage under which this prime mover suffers. Unfortunately, there is a great deal to be said against the idea of such an electrical transmission of the driving power of the ship. for the weight of the electrical apparatus would

There are, however, other prime movers beside those which utilise the energy of steam The rapid advances made even in the last decade. by the builders of suction gas plants and gasengines have led to certain experiments being m de to see whether such machinery may be adapted for murine purposes. Many indeed are the difficulties which must be overcome before engines to drive such huge vessels as the new shipwrecked mariners, and offers of every Cauarders, to say nothing of the problems in | possible assistance. connection with the gas generators. But, as a classical writer has reminded us, difficulties are the things which prove of what stuff men are made. Pressing closely upon the heels of inthe development of the gas-engine, we may look for the birth of the almost ideal prime mover-the gas turbine. Our pion-er scientists have already almost seriously discassed it; they have shown the difficulties which, in our present knowledge, prevent the commercial manufacture and success of such an engine. The enormous tempera ures to which the blades of such a turbine would be subjected would render impracticable any metal or alloy known to us. The heat engine expert has already told the metallu gist that he looks to him to help him with this difficulty; in the

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meantime, he presses forward his experimental investigations to discover more accurately what actually happens during the working cycle of the gas engine and the steam turbine. Another line of progress may come from the oil engine which again may grow to proportions unthought of at the moment. The development of one branch of the mechanical arts resets upon others, and

the expert in ship propulsion eagerly watches for

inventions which may be applied to his own

As a nation, proud of our premier position upon the seas and the building slips, we cannot but take an int-rest in great events, such as the launching of these new Canarders. We are comp lled to admire them as we goze upon their stately outlines and realise their wonderful potentialities. Doep reflection must make us agree with Ruskin, who says that, "Take it all ic all a ship of the line is the most bonobrable thing that man, as a gregarious animal, has ever produced. . . . Into that he has put as much of his Luman patience, commonwense, forethought, experimental philosophy, self-control, habits of order and obedience, thoroughly wrought hand-work, definece of brute elements, eareless courage, careful patriotism, and calm expectation of the judgment of God, as can well be put into a space of three hundred feet long by eighty feet bread?" It is difficult to find words which can better express the feelings to which the view of a yessel 785/t long and 88ft broad, possessing an almost un slievable speed gives birth. - Ex.

THE WRECKED "AKASHI MARU.

LATER ACCOUNT OF THE RESCUE : CHINESE PIRATES FIRED ON. Our account by a survivor of the s.s. Akashi

Maru, wrecked on a reof outside Amoy, is well supplemented by the following account given at Shangbai.

It was seen at once that the Ak shi could not get off without sinking in deep water and the captain of the Yachow hoisted signals that his ship would stand by, getting as near as safety would permit, and take off the orew of the stranded a samer. The Akushi launched boats under difficulties-a heavy sea running and a strong gale blowing and with great difficulty the first batch of people from the Akashi were taken aboard, their boats being already-half full. of water and ropes having to be used to get them aboard. The weather was meanwhile getting worse, and the Akushi was seen then to be slowly sinking, with the seas sweeping ber clean, fore and uft. By this time the Akashi's bants' crews were so completely exhau ted that their complement had to be filed by such members of the Yachow's crew as could be spared in order to transfer the people remainnever have dared to discuss the feasibility of ing on board the wreck, which was quickly sinking. Eventually, under great risk, the captain, officers and remainder of the crew of the Akashi were transferred to the Yochow in an exhausted condition, together with, as far as can at present be estimated \$33,0 0 treasure. On their last trip the boats were interfered with by native pirates, and Capt. Brown found in order to attempt to glean some idea of the it necessary to give the order to fire up in them in order to allow the rescuing boats to approach An essent al feature for economy with the the sinking ship. The Yochow first came in touch with the Akashi at 8 a.m., an cat 4 p.m. she proceeded on her voyage to Hongkong. 1 17 people having been rescued from the wreck under adverse circumstances and not a life lost. When last in view, the Anashi's deck was only a few feet above water, and no other Communion (12 noon). Kyrie, Garrett in E at amer had sighted the wresk do ing the day. Next day at daylight a steamer pa sed the scene Ferial; Parins, of the 21st evening (11.); Magof the wreck, but re writed nothing visible, and nifert, Camidge (12th morning); Nane Dimittie, it is presumed that the vessel was boken up by Mucfarren (5th evening); Hymns, 208, 281 and the heavy sig during the hight Hid not the 207. Yochow been within hall at the cri ical moment. Sr. Persa's Chukun' Quoen's Road, West, 19t it is probable that all on board the Akashi would have been lost. The refugees from the wrecked steamer were Langdon; Hymns 303 ra03, 596 and 414; Kyrie.

most hospitably treated by Captain Brown and his staff, and were duly landed in Hongkong. As an appreciation of the services rendered sent the following letter to t e agents of the China Navigation Company :-

Osaka Shosan Kaisha, Hongkong, October 4, 1906. Messrs, Butterfield and Swire. Gentlemen.-I hereby b g to offer you on be-

sincere thanks for the kind assistance rendered to us by your steamer Yochow on September Rev. C. H. Hicking. . It a.m. Worship, Hymn We also wish to testify as to the extreme Hymns 427, 43, (Woodward) offertory for kindness of Capt. Brown, his chief officer and second officer, engineers all, and passenger,

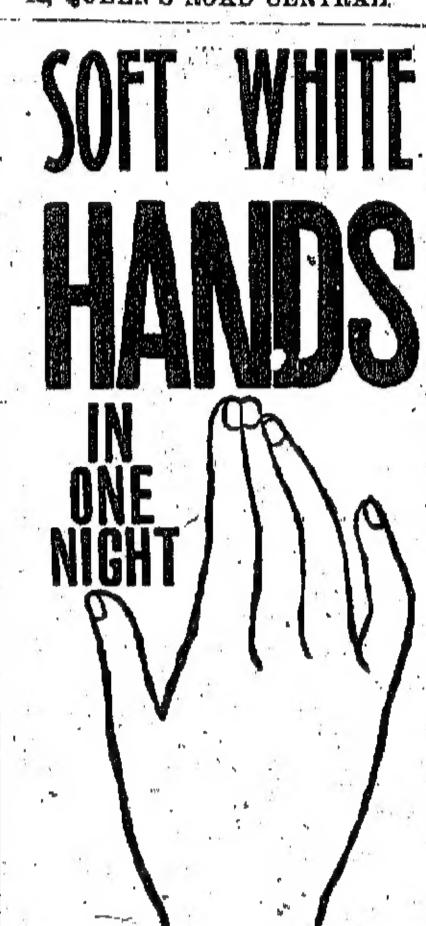
half of my passengers, crew and myrelf my most

towards everyone of us, when, after picking us up, made gifts of clothes and necessaries to Words fail me at present, but please accepthis acknowledgment of the expression of " my

and "our" heartfelt gratitude, and believe me, Gentlemen. Yours respectfully,

(Master). late Akashi Maru

You may get some moral satisfaction out of it, Wednesdays: Shortened Evening Prayer, and on the spur of the mom-nt, in thinking you are address at 6 p.m." Congregational Choir Practice doing something heroic, but you may also get at 6.45 p.m. Fridays :- Choir Practice 5.30 p.m. knocked about yourself, and then looked up by Sunday School (in Church Vestries) at 3 pm. On some dunderheaded policemen, who has arrived 3rd Sundays, Children's Service and Baptisms at late, and has to do something to assert his 3. Churchings and Saptisms at other times also



2 month Soak the hands on retiring in a strong, hot, creamy lather of

Dry and anoint freely with Cuticura Ointment; the great Skin Cure. Wear old gloves or bandage lightly, in old, soft cotton or linen. For preserving, purifying, and beautifying the hands, for removing redness, roughness, and irritations, for rashes and eczemas, with shapeless nails. this treatment is wonderful. Sold throughout the world. Cutious boar, distribute, and tille may be had of all character. London Depote F. Newberg & Sona L.d. Potter Drug & Chem. Corp., Sole Props., Boston, Mass., U. S. A. Sole Props., Boston, Mass., U. S. A. Sole Props., Boston, Mass., U. S. A.

ST. JOHN'S CATHEDRAL, Hongkong. -21st October, Sunday, 19th after Trinity. Holy Comman on (7.30 min.) Matina (11 a.m.) Responses. Ferial . Venite, Barnby; Proling, of the 21st. mor ing Te Denin, Tours in F: Benedictus. Garrett in G; Authem, "In the sight of the unwise,"-Ouseley; Hynne, 2 (Tune 4). Holy Hymn, 316. Evensong (5.45 pm.) Responses,

Sunday after Trinity. Morning Prayer 11 a m .--Venite, II ndles ; To Deum, Russell ; Benedictus, Evening Prayer 6.30. Done, Hopkins; Hymns 350, "70, 224 and 24. Kyrio Nares. Holy Com:

munion 7.46 pm. The Church hunch, Dayspring, will call on ships enrrying white crews, to bring friends ashore to the services, between 9.15 and 10.30 a.m., and between 5.15 and 0 p.m. (Kowloon Police Pier 10.30 and 6), returning afterwards. The "Answering Pennant" is the call flag. All the sittings are free and unappropriated; Visitors welcome. Books, etc., provided.

Sunday School 10 - 10.45 a.m. UNION CHURCH, Kennedy Road, Ministor :-423, Psalm 41-Anthem The Radiant Morn, Hospitals 4 p.m. Sunday School at Union Church and in British School, Kowloon, 6, p.m. orship. Hymns 424, 422, Anthem "The Radiant Mora" Hymns 425, 426, Offertory for H apitals, Wednesday 6 p.m. 'Studies in Christian Science' Fourth Lecture. Thursday 9 p.m. Literary Club. Lecture on 'David Henry Thoroau' by Dr. A. P. Wilder Friday 4 p.m. Ladies' Working Party.

8 p.m. Christian Endeavour Meeting Subject :-'Z-phaniah and Revival'. Sunday Noon Communion around the Lord's Table. ST ANDREW'S Kowloon -- Robinson Road, (near British School.) Sundays :- Morning Prayer and Sermon, 11 a.m. Evening Prayer and Sermon 6 p.m Holy Communion :- First Sunday of the month, at noon. Second and Fourth Sundays at It's a wise thing never to interfere in quarrels: 8 a.m. Third (and Fifth) Sundays at 7 p.m.

> by special appointment. A. J. Stevens, Chaplair

Orders for extra copies of Daily Pures should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed.

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NEW ADVERTISEMENTS

## MAGISTRACY.

THE ANNUAL SESSION of MAJESTY'S JUSTICES of the PEACE will be held in the Justices' Room, at the Magistracy, on WEDNESDAY, the Certificate be produced at the Offices of the '14th day of November, 1906, at 230 P.M., for the purpose of Considering Applications for Road, Hongkong, before the 17th November, Publican's an ! Adjunct Licences for the Year 1906-1907, under Ordinance No. 8 of 1898. Forms of Application may be obtained at the

MAGISTRACY. All applications must be forwarded to the MAGISTRATY on or before THURSDAY, the 1st day of November, 1936. H. H. J. GOMPERTZ,

Police Magistrate, Hongkong, 17th October, 1996. [1952] NORDDEUTSCHER LLOYD, BREMEN.

PUBLIC INSPECTION S.S. "PRINZ LUDWIG,"

THE Company's Steamer

"PRINZ LUDWIG." Captain F. von BINZER, will be Open to PUBLIC INSPECTION On TUESDAY, the 23rd instant, from 4 to 6 P.M.

at the Pier of the Hongking and Kowloon Wharf and Godown Company, Limited. MELCHERS & Co., "Agents.

Hongkong, 20th October, 1998. DOUGLAS STEAMSHIP COMPANY. ·LIMITED.

FOR SWATOW, AMOY & FOOCHOW. HE Company's Steamship

"HAICHING," Captain A. E. Hodgins, will be despatched for the above Ports on TUESDAY, the 23rd inst. at Noon.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers, Hongkong, 20th October, 1906.

HAMBURG-AMERIKA LINIE.

FILLE H.A.L. Steamship

"SEGOVIA," Captain Schonfeldt, having arrived from Hamburg, Consigness of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from

Optional Cargo will be forwarded unless nutice to the contrary be given before To-DAY Any Cargo impeding her discharge will be landed into the hazardous and/or extra bazardone Godowns of the Hougkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining

undelivered after the 25th Oct. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 25th Oct., at 3 P.M.

No Fire Insurance Las been effected. HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 19th October, 1906.

TARE HONGKONG WEEKLY PRESS and L CHINA OVERLAND TRADEREPORT is now ready and contains :--

Epitome of the Week's News. Leading Articles :-The Korean Foeling. Seismic Phenomena The Law of Registered Companies in

China State Insurance Schemes. Trade of French Indo-China. Hongkong Sanitary Board. Supreme Court. Troublesome Indian Soldiers.

A Fortunate Escape. Volunteer Camp. Death of Mr. William Cowan. Dock Carrenters on Strike. Royal Hongkong Yacht Club, The "Hunkow" Dieaster.

Kulangsa (Amoy) Municipal Council. Mr. "John Smith" of China. Correspondence.

Fire at Shanghai. Shanghai's Importance Recognised. Commercial. Shipping.

-Extra-copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each, or \$1 Cash for three copies. Subscription: \$12 per Annum, payable in advance; postage \$2. Hongkong, 20th October, 1906.

FOR SALE.

WOODEN LIGHTERS. Capacity 40 and 180 Tons. For terms and particulars, apply to-P. K. KWOK, Cara of SINGON & Co.

35 & 37, Hing Loong Street. Hongkong, 17th (ctober, 1906.

FOR SALE.

NIVING APPARATUS, Prompt delivery. Apply-OWSTON & Co.,

Yokohama. 27th September, 1906

PUBLIC COMPANIES

CANTON INSURANCE OFFICE, LTD. NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH ORDINARY MEETING of Shareholders will be held at the Offices of the Undersigned at 12 o'clock Noon) THIS DAY (SATURDAY), the 20th

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 20th instant, both days inclusive: JARDINE, MATHESON & Co., General Agents,

Canton Insurance Office, Ltd. Hongkong, 20th October, 1906. HUMPHREYS ESTATE AND FINANCE COMPANY, LIMITED.

THE SHARE CERTIFICATE No. 5687 for ONE HUNDRED SHARES numbered 37701 to 37800 inclusive, Fully Paidup, standing in the Register in the name of

JAMES DOUGLAS CHRISTIE, of Hongkong. having been LOST or Destroyed, NOTICE IS HEREBY GIVEN that unless the said Company, Alexandra Buildings, Des Voenx 1906, a New Certificate for the said shares will be issued and the old certificate will thereafter be held by the Company as Null and Void. JOHN D. HUMPHREYS & SON,

General Managers. Hongkong, 17th October, 1906.

### INTIMATIONS

CERMAN EXPORT FIRM foreign account for a Firm Abroad, Best connections with the Leading and Chesp Manufacturers in all Branches. First Class references. Please address - "VERSIERT M.O. 4517" care of RUDOLF MOSSE, Munich, Bavaria.

ROOM WANTED.

DOARD and RESIDENCE Wanted with a respectable European family in the Central District or Higher Levels. Reply by letter to-Care of " Daily Press" Office.

Hongkong, 11th Cetober, 1966. LESSONS IN FRENCH.

NIEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate. Also Lessons in English by an English Lady, Apply by letter to- B. R. Care of Office of this Paper. Hongkong, 16th August, 1905.

LESSONS IN FRENCH & ENGLISH. TAXPERIENCED TEACHER gives Lessons in FRENCH and ENGLISH. Apply— OMEGA, Care of " Daily Press" Office. Hongkong, 11th October, 1906.

THE PUBLIC HEALTH & BUILDINGS

ORDINANCE COMMISSION. TAKE NOTICE that a COMMISSION

has been appointed to enquire into and Report on the following matters, viz.:-Whether the administration of the and Building Regulations enacted by the Public Health and Buildings. Ordinance, 1903, as now carried out

ments can be made: . Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the

aforesaid Regulations. The Commission earnestly invite the and Charity. Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid

to the undersigned. / Any, person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

> By Order, W. BOWEN-ROWLANDS,

Hangkoug, 7th July, 1906.

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.)

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MARUNO-UCHI, TOKIO. Cable Address, "IWASAKI,"

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BRANCH OFFICES:-NAGASAKI, MOJI, KOBE, KALATSU. SHANGHAI, HONGKONG L HANKOW. AGENCIES:-

YOKOHAMA:"M. ASADA, Esq. CHINKIANG: Messrs. GEABING & Co. MANILA: Messrs. MACONDRAY & Co. SOLE PROPRIETORS of Takashima. Ochi, Shinrew, Namazuta and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal

The Head and branch Offices and the Agencies of the Company will receive any order for Coals produced from the above Collieries. T. MATSUKI, Manager, Hongkong, No. 2, Pedder Street.

TRECTORY AND HRONICLE **гов** 1906.

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AUCTIONS

PUBLIC AUCTION.

THE Undersigned has received instructions L to Sell by Public Auction, TO-DAY (SATURDAY), the 20th October, 1906, at 12 o'clock Noon, at Meesrs. Butterpield & Swire's. Godowns, West Point,

FOR ACCOUNT OF THE CONCERNED. A QUANTITY OF SILK & COCOON S: More or less Dam ged by Fire and Water, Ex S.S. " HANKOW." TERMS :- Cash on delivery...

GEO. P. LAMMERT, Hongkong, 19th October, 1906.

PUBLIC AUCTION.

T the Sales Room of the Undersigned No. 8A, Queen's Road Central, TO-DAY (SATURDAY), the 20th October, 1906, at 230 P.M. JAPANESE GOODS Comprising :- SATSUMA, CLOISONNE.

GLASS & LACQUERED WARE, NICKLE BOXES, KYOTO BUTTONS, SHIRTS. TIES, &c., &c. TERMS :- As usual. C. DE M. C. VIEIRA-RIBEIRO, Anotioneer.

Hongkong, 19th October, 1:06. THE HONGKONG & KOWLOON WHARF

& GODOWN COMPANY, LIMITED. NTOTICE IS HEREBY GIVEN that a QUANTITY of CARGO salved during BUYING AGENCY on their own or and since the Typhoon of the 18th September 1906, and at present lying in this Company's Kowloon Godowas, will be Sold by PUBLIC AUCTION, on MONDAY, October 22nd, at OND FLOOR No. 12, Queen's Road Central. 11 A.M., if not previously claimed. The t'argo can be inspected at any time upon

1943 [application to the Undersigned. R. J. MACGOWAN, Acting Secretary.

Hongkong, 17th October, 1906.

-----PUBLIC AUCTION.

FITHE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED. On TUESDAY. the 23rd October, 1906, at 2.30 P.M., at their SALES ROOMS, No. 8, Des Voux Road

(Corner of Ice House Sfreet), SUNDRY HOUSEHOLD FURNITURE, Comprising: RATTAN TABLES and CHAIRS, TEA TABLES, GLASS & CROCKERY WARE,

CARPETS, RUGS, &c, &c, &c.; Very Superior CARVED BLACKWOOD CABINET'S and DESKS.

TERMS .- As usual. HUGHES & HOUGH. Auctioneers. Hengkong, 18th October, 1906.

A SPECIAL SALE.

WILL BE HELD AT THE ITALIAN CONVENT on behalf of the POOR ORPHANS On the 20th October,

Of LADIES' and CHILDREN'S UNDER-CLOTHING, DRESSES, &c ; with LACE and. is satisfactory, and, if not, what improve- EMBROIDERY made by the inmates of the Convent, as well as other Ornsmental Articles. The Articles will be all priced. The Superioness hopes to receive a large share of the public patronage and acknowledges the many proofs she had had of their Kindness

at 2 P.M.

ITALIAN CONVENU. 28, Caine Road. 

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TO LET.

NE GODOWN at East Point close to the Water suitable for the storage of any

Floor Area 6,100 square feet. JARDINE, MATHESON & U.G. Hongkong, 16th October, 1906.

TO LET.

TO. 10, MACDONNELL ROAD.

THE HONGKONG LAND INVEST MENT AND AGENCY Co., LTD. nongkong, 19th October, 1906.

TO LET.

DEPARTMENT 66 WAURBAR HOUSE" in CAMBRON ROAD, Kowloon. Moderate Rental. Apply to-SPANISH PROCURATION. Hongkong, 11th October, 1906.

TO LET. FFIGES in King's Building and York BUILDING.

A HOUSE in Wong Net CHONG ROAD. GODOWNS in PEATA EAST. A HOUSE in CLIFTON GARDENS, Conduit Road. A HOUSE in RIPON TERRACE. FLATS in MORETON TERRACE:

Apply to-THE HONGKONG LAND INVEST. MENT & AGENCY CO., LTD. Hongkong, 1st March, 1906.

TO LET-AT KOWLOON. TO. 3, LYEEMOON VILLAS, A Five-

Roomed House with joint use of Tennis Possossion from 15th November next. Apply to-"LYEEMOON," Care of " Daily Press" Office. Hongkong, 17th October, 1906. 1927

TO LET. MAGAZINE GAP, PRAK. A 150. MAGAZINE GAP, PEAK. A
Five-Roomed House. Low Rental. A FOUR-ROOMED HOUSE in HUM-PHREYS' AVENUE, Kowloon, Well-Furnished.

Apply to-AHMET RUMJAHN, 2. Pedder Street. Hongkong, 8th October, 1906.

TO LET

TO LET, GODOWNS (suitable for Dry Goods Storage) at No. 14, Des Vooux Road Central (formerly occupied by Messrs, Shewan, Tomes

HO TUNG, Apply toompradore Department. Jardine, Matheson & Co. Hongkong, 27th September, 1906. [4798 TO LET.

TO. 8, KNUTSFORD TERRACE Kowloon, Furnished or Unfurnished Immediate possession. Apply to-HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 3rd October, 1906. 1844

TO LET (Possession From 1st July, 1906). TO. 13, GAGE STREET, 8-Roomed House,

with a Godown. Apply to-E. A. & C. F. DE CARVALHO. 14. Arbuthnot Road. Hongkong, 18th June. 1906. TO BE LET OR SOLD.

With Immediate Possession-in Wanchai Road. ODOWN, Built of Brick with Tiled Boof, just thoroughly repaired, about 4,000 square feet space, concrete flooring. Suitable for storage of any kind of merchandise.

Apply to-Care of " Daily Press" Office. Hongkong, 30th May. 1906. TO LET.

Apply to-LEIGH & ORANGE,

1. Des Vœux Road. Hongkong, 1st June, 1906. TO LET.

66 TRANEE BUNGALOW," Kimberley Road, Kowloon, Tennis Court attached. Apply to-ARRATOÓN V. APCAR & Co., 45, Wyndham Street. Hongkong, 14th July, 1906.

TO LET. NTO. 2, MACDONNELL ROAD.

COMPRADORE'S DEPARTMENT. Nippon Yusen Kaisha. Hongkong, 3rd June, 1905. TO LET OR FOR SALE.

BISHOP'S LODGE, PRAK. Apply to-LINSTEAD & DAVIS.

Hongkong, 26th September, 1906. | 1792 TO LET. (EITHER IN WHOLE OR IN PART).

66 FITHE ACACIAS" and "THE GROVE," having 26 Rooms, with detached Out-Houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated, with Electric Lights and Bells completely installed. Apply to-

E. M. HAZELAND, No. 35, Queen's Road Central, WING-ON, Contractor, No. 34. D'Aguilar Strest. Hongkong, 19th July, 1906,

TO LET.

I OUSES in GRANVILLE and AUSTIN AVENUE, Kowloon. FLATS in Hobinson Road, Kowloon, Possession from 1st November.

> Apply to-HUMPHREYS ESTATE & FINANCE CO., LD., Agents;

Hongkong, 25th September, 1906. [390] HONGKONG CLUB.

TO LET. TIWO ROOMS on the Ground Floor of the Annex, from date; suitable for Offices.

Anyone disposed to offer for the same please apply to-C. H. GRACE, Becretary. Hongkong, 28th May, 1906,

TO LET. HOUSE in KNUTSFORD TERRACEST KOWLOON. Apply to-THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD.

Hongkong, 1st August, 1906. TO LET. THEW EUROPEAN HOUSES in Humphreys Avenue and Carnarvon

Villas, Kowloon. \_Apply to-HEWAN & Co., 15 & 16 Connaught Road, West. Hongkong, 1st August, 1906. TO LET.

66 TO ROCKHURST," PHAK, Newly Painted

D and Colour-washed, with use of Tennis Court: contains 6 Rooms. Splendid site and well suited for a Bachelors' Mess. No. 3. CAMERON VILLAS, PEAR. No 7, DES VŒUX VILLAS, PEAR No. 3, ARBUTHNOT ROAD. Central No. 2, DES VŒUX VILLAS, PEAR. Newly repaired. Painted and Colourwashed.

No. 2, CONDUIT ROAD. ROOMS, on 1st aud Top Floors, Beacons-FIELD AECADE, (Cheap Rentals). No. 57, PRAYA GRANDE, Macao. FIVE ROOMS on Top Floor of 15, Queen's Road Central (over Caldbeck, MacGregor's). HOUSES on the ROBINSON ROAD Level, Cheap Rentals. 73, WYNDHAM STREET.

LINSTEAD & DAVIS,

3rd Floor, Alexandra Buildings.

Apply to-

Honglong, 24th July, 1908.

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CAPITAL FULLY PAID UP...8h. Tacls 7,500,00 HEAD OFFICE-SHANGHAL. BOARD OF DIRECTORS, BERLIN.

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Berlin, Hamburg, Calcutta, Hankow. Tientsip, Peking, Tsinanfo, Tsingtau, Kobe, Yokohama, Singapore. Founded by the following Banks and Bankers :-KORNIGLICHE SEEHANDLUNG (PREUSSISCHE STAATSBANK) Berlin.

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Mesers, N. M. ROTHSCHILD & SON, THE UNION OF LONDON AND SMITH'S BANK, LIMITED. DEUTSCHE BANK (BEELIN), LONDON AGENCY DIRECTION DER DISCONTO GESELLSCHAFT. INTEREST allowed on Current Account.

LONDON BANKERS

DEPOSITS received on terms which may te earned on application. Every description of Banking and Exchange business transacted HUGO SUTER. Manager. Hongkong 4th October, 1906.

HONGKONG SAVINGS BANK. /HE Business of the above Hank is condu ted by the HONGKONG AND SHANG HAI BANKING CORPORATION. Roles

may be obtained on application. INTEREST on deposits is allowed at 3 PER CENT. per annum. Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAY BANK to be placed or FIXET DEPOSIT at 4 PER CENT. per annum. For the Hongkong and Shanshai PANKING CORPORATION.

H. E. R. HUNTER, Acting Chief Manager. Hongkong, 80th May, 1406 THE BANK OF TAIWAN LIMITED

(INCORPORATED BY SPECIAL IMPERIAL CHARTER CAPITAL SUBSCRIBED .....Yen 5,000,0: 0 CAPITAL PAID-UP ...... ,, 2,500,0: 0

HEAD OFFICE: TAIPER, FORMOSA. BRANCHES AND AGENCIES: Tainan Amoy Tamsui Nagasaki Tokio Osaka Foochow Yokohama Shanghai Keelung

HONGKONG OFFICE DES VŒUX ROAD. Interest allowed on Current Account Deposits received on terms which may be learned on application.

D. TOHDOW, Manager Hongkong, 1st July. 1906. THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 185"

HEAD OFFICE-LONDON. CAPITAL PAID-UP......2800,000 RESERVE LIABILITY OF SHARE-HOLDERS ......2800,010 

T. P. COUHRANE, Manager. Hongkong, 10th May, 1906. THE MERCANTILE BANK OF

INDIA, LIMITED. SUBSCRIBED ...... 1,125,000 PAID-UP RESERVE FUED ......

BANKEBS: LONDON JOINT STOCK BARK, LIMITED. INTEREST allowed on Current Accounts at the rate of 2"/, per annum on the Daily balance ON FIXED DEPOSITS :-For 12 months..... 4 %

Manager. Hongkone, 26th March, 1906. TIONGRONG & SHANGHAI BANK-ING CORPORATION

PAID-UP CAPITAL ......\$10,006,000

RESERVE FUND

21%

E. ORMISTON,

STERLING RESERVE ... \$10,000,000 SILVER RESERVE .... 10,250,000 \_\_\_\_\_\$20,250,000 RESERVE LIABILITY OF PROP'TOBS:\$10,000,000 COURT OF DIRECTORS.

A. HAUPT, Esq.—Chairman. G. H. MEDHURST, Esq. - Deputy Chairman. G. Balloch, Esq. A. J. Raymond, Esq. E. Gostz, Esq. R. Shenar, Esq. Hon.Mr. W.J.Gresson. N. A. Siebs, Esq. C. R. Lenzmann, Esq. H. E. Tomkins, Esq. D. M. Nissim, Esq.

CHIEF MANAGRE Hongkong-J. R. M. SMITH ACTING MANAGER! Shangnal-W. ADAMS ORAM. " LONDON BANKERS-LONDON AND COUNTY

BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED. On Current Account at the rate of Two per Cent. per Annum on the daily lalance. ON FIXED DAPOSITS. For Smonths, 21 per cent per Annum. For 6 months, 34 per cont. per Annum. For 12 months, 4 per cent. per Annum. H. E. R. HUNTER,

Hongkong, 17th September, 1906.

Acting Chief Manager,

BANKS

TATERNATIONAL DANKING ORPORATION.

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama. AND SURPLUS CAPITAL AUTHOEISED ... ... Gold \$10,000,000 RESERVE FUND ... ... Gold \$3,250,000

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HEAD OFFICE: New York.

LONDON OFFICE: Threadneedle House, E.C.

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BRANCHES and AGENTS all over the World The Corporation transacts every description of Banking and Exchange business, receives money in Current Account at the Rate of 2% per annum on Daily balances and accepts Fixed Deposits at the following rates :--For 12 months 44 per cent, per annun

ior No. 9, Queen's Road, Central, Hongkong. H. PINCKNEY,

Hongkong, 17th October, 1916. . 1456 PATEDERLANDSCHE HANDEL-MAATSCHAPPIJ. (NETHERLANDS TRADING SOCIETY).

ESTABLISHED 1824. PAID UP CAPITAL FL. 45,000,000 (£3,750,000) RESERVE FUND ... FL. 5,000,000 (E417,000)

HEAD-OFFICE IN AMSTERDAM. HEAD-AGENCY: BATAVIA. Branches: -Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Chèribon, Tegal, Pecalongan, Pasoeroean, Tjilatjap, Padang, Meden (Dell), Palembang, Kota-Radja, (Acheen) Telok-Semawe, (Acheen) Bandjermasin. Correspondents at Macassar, Bombay,

Colombo, Madras, Pondicherry, Calcutta, -Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melhourne, Sydney, New York, San Francisco, &c., &c. -London Bankers: — THE UNION OF LONDON AND SMITH'S BANK,

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THE

Hongkong, 23rd July, 1906.

TOKOHAMA SPECIE BANK LIMITED. ESTABLISHED 1880.

CAPITAL SUBSCRIBED ... Yen 24,000,000 CAPITAL PAID-UP ....... CATITAL UNCALLED ..... 18,700,000 RESERVE FUED......

HEAD OFFICE-YOUGHAMA. BRANCHES AND AGENCIES. Nagneaki Tokyo New York Ozaka Honolulu Bombay London Tientsin Newchwans San Francisco Peking Mukden Shanghai · + · Tie-ling Chefoo Dainy

LONDON BANKERS. THE LONDON JOINT STOCK BANK, LIMITER. INTEREST allowed on Current Account at PARE'S BANK, LIMITED. the rate of 2°/2 per annum on the Daily balances THE UNION OF LONDON AND SMITHS On Fixed Deposits for 12 months 4 per cent BANK, LIMITED.

Port Arthur

HONGEONG-INTEREST ALLUWED. On Current Account at the rate of 2 per cent per annum on the daily balance. On fixed deposits for I2 months 5% per annue TAKEO TAKAMICHI,

Hongkong, 22nd September, 1906. INSURANCES

TILE INSURANCE COMPANY. TOTAL FUNDS AT 31ST DECEMBER, 1905

£17,837,119.

L. AUTHORISED CAPITAL., 23,000,000

SUBSCRIBED CAPITAL ... 2,750,000

PAID-UP CAPITAL ...... 687,500 0 0 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, 11th July, 1906. AACHEN AND MUNICH FIRE IN-SURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE Current Rates. REUTER, BROCKELMANN & CO. Hongkong, 21st April, 1897.

THE GLOBUS INSURANCE COMPANY. OF HAMBURG. THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE

at Current Rates. CARLOWITZ & Co. Hongkong, 13th August, 1906. L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current SIEMBBEN & CO.

Hongkong, lst January, 1904.

## THE WORLD'S GREATEST TENOR



## Gives a hint to tired people—

- A letter has reached as from Signor Caruso, from which it is plain that the great tenor feels that fame is not without its anxieties. Of course bis. chief conteern is the care of his marvellous voice, and there is a story toldthat when the San Francisco carthquake happened, he ran from his hotel in a sleeping sair, and immediately stopped in the street and sang a few notes in order to see whether the shock had damaged his voice. All people with an artistic or sensitive temperament are most susceptible. to nervous shock or nerve weariness, and Signor Caruso says in the letter reteriod to, that he found the most effective remedy for his tired merves was a dose of Phosferine. The most gifted people usually make the greatest demands on their Nerve Force, and it is evident that Signor Caraso found the restorative proprieties of Phosperine so beneficial that he feels constrained to confirm the testimony of innumerable correspondents in every rank of life.

## Which he has proved reliable.

Signor ENRICO CARUSO writes: "Ho; provate la Phosferine preparata dei Senore Asbron e l'arsons; e la ho troyatési molto efficacito per la stanchezză. Con i miglió si Saluto, ENRICO CARUSO."

(Trajstation) "I have tried the Unosferine of Messrs, Ashton & Parsons. and have found it most efficacious when I am tired. With my best salutations, Enrico Carlso." - July 3, 1906.

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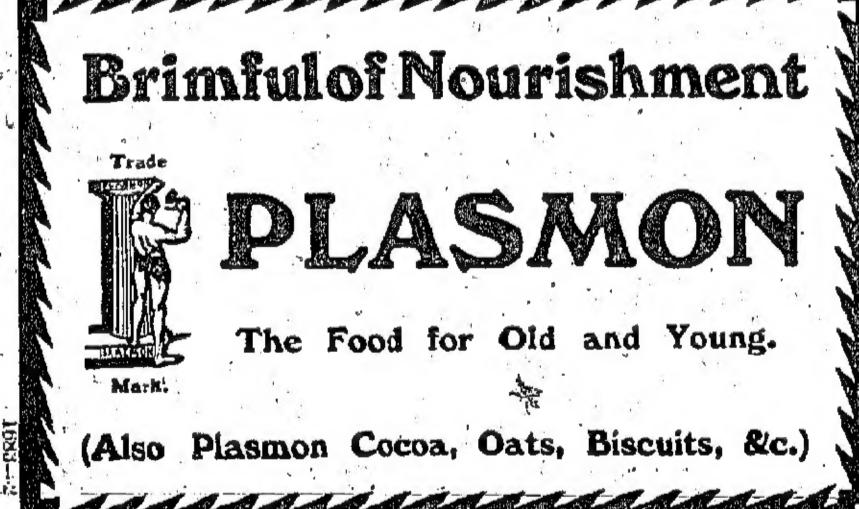


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And the Principal Regulty a d Aristocracy throughout the world.

Proprietors, Asiston & Parsons, 17, Farringsion Road, London, Eng., Price in Great Britain, bottles, 1/15, 2/9 and 4/0. Sold by all Chemists, Stores, &c. The 2/9 size contains nearly four times the 1/15 size.





By Royal Warrant His Majesty the King.

#### JOINT STOCK SHARES,

Mesars. Vernon & Smyth say in their weekly share report dated, Hongkong, 19th October, 1906.—With the exception of a rise in Hongkong and Shanghai Bank shares, induced by hardening rates in London, we have nothing of any importance to report, the market continuing dull and uninteresting, with an inclination to

BANKS,-Responding to a steady rise in the London rate (from £93 10 to £95 10, our market has ruled firm, and sales have been effected at the advanced rates of \$8021, \$805, and \$810, the market closing firm at \$810. Nationals remain unchanged, and without business at \$47 but with probable buyers, while a few shares are obtainable at \$50.

MARINE INSURANCES.—With the exception of small sales of Cantons at \$320 we have nothing to report under this heading. The market remains steady without any shares on offer.

FIRE INSURANCES .- Hongkongs have been placed at the improved rate of \$330, and more shares are wanted. Chinas have found further buyers at \$95 and at time of closing are still in domand at that rate.

Shipping .- H. C. and Macan Steamboats

have ruled rather weaker during the week, owing to the disaster to the" Hankow", the Company's earnings being affected by the withdrawal of the "Hankow!" from the Cauton run. At the time of writing however the market is firmer on account for the successful floating of the Company's steamers "Kins' an ", and "Loung Shan" and shares are enquired for in a small way, without meeting with a ready response. Indes have ruled weaker, notwithstanding a rise of 10s. in the London rate, Shanghai quotes Tls. 52, and the local rate has fallen without business to \$73 sollers. The other stocks under this heading continue weak with sellers at quotations and no sales to

REFINERIES, - China Fugars have been placed during the week at \$156, and the market closen quiet at that rate. Luzons could be placed at \$22 but no shares are available. MINING.-Raubs were placed during the week as high as \$10, but at time of writing

they rule weaker with soflers at 891. Charbonages, remain unchanged and without Durineri.

DOCKS, WHARVES AND GODOWNS .- Hongkong and Whampon Dicks continue neglected at \$153 and we have no business to report Kowloon Wharfs have declined to \$93 wit sales and close with sellers. Shanghai Docks have been on offer during the week at Tis 105-106 but no sales have been effected and the market has been a weak one. Hongkew wharfs | popular superstitions that otherwise clever men have fallen in Shanghai to Tls. 2321.

LANDS, HOTELS, AND BUILDINGS-With the exception of sales of Humphreys at SIII, we have no business to report under this heading. COTTON MILL: -- We have no changes or business to report.

MISCELLANEOUS-Green Island have found buyers during the week at \$195 and \$19, the market closing quiet at the latter rate. Electrica and South China Morning Posts have changed hands at quotations and more of the former are enquired for. Watsoms have been the medium of a fair business at \$124, and \$12.85, the market closing quiet at the latter rate. Laundrys have been placed at \$5?. We have nothing further to report under this heading.

### MARRIAGES OF DESPERATION.

A QUICE ROAD TO LIFELONG MISERY. .

Desperate diseases demand desperate. remedies. Hence the young man who has exchanged home with its adering mother and slavishly devoted sisters for the discomfort and levelling down of lodgings decides to marry and "get out of it." This is a common form of the marriage of despiration, matrimony being regarded as a means of escape from most of the ills humanity is heir to.

There eight to be an Act of Parliament regulating the making of preverbs. Centuries ago certain sets of men beat on mischief invented a series. f plausible sounding sentences to the effect that wife spells comestic comfort and happy home. She may, but again she may not. No public censor being appointed to supervise daugerous proverbs - as he edits immoral plays-these superstitions have grown, and worked serious havou and devastation smong the human race. By reason of such mountainous myths manwho is the most credulous and easily imposedperson where any type of surpent in skirts is concerned—has gone on guildlessly believing for many hundreds of vears that the only avenue of escape from one temporary and incompetent housekeeper is to take another and a permanent one. So the you'h who ma' es a marriage of desparation to escape comfortless. slovenly lodgings, with a surfeit of badly-cooked steaks and chops, frequently elects as mate a young weman even more inefficient at housekeeping than his late landlady. He has ex changed a temporary inconvenience for a lifeloug incubus.

"Is marriage a failure?" asked the inquirer after truth. "It is if the wife can't cook," referted the cynic, who knew more, of human pature than do the puerils makers of proverbs and popular social traditions.

Many women make marriages of desparation. Girls who cannot get on with their mothers jump to the conclusion—thanks both to those mischievous old proverb purveyors of the past and the modern penny novelette-that it is much easier to live in harmony with a min than a woman. Sometimes it is. But this widespread belief as an infalible doctrine is apt to prove one of the most indigestible ingredients of the marriage of desperation.

A woman finds her first grey bair, - In panic she accepts the first man who proposes. A large number of men marry because they are bored, and life insufferably dull, or are lonely in the evenings" "Anybody is botter company than nobody," is the maliciously evil old proverb which orons up in their minds. It is like the story of the millionaire whose wife was extremely fond of society. " Are you going to entertain much this se son?" somebody asked him. "No," be replied. "We are going to keep on inviting a lot of people to the house, but I den't expect they will be more entertained than usual." Similarly, a person who feels dull, and marries somebody also who is dull, in the vain hope of finding entertainment

for life, furnishes a most approfitable but very common form of the marriage of desperation. The unattached and orphaned spinster, with no home or near relatives, grows tired of wander-ing about from hotel and lodgings to the strongholds of the paying quest. She dreams of the "sheltered life." "A woman needs a man to protect and look after her." she argues, with the echoes of many parjuring proverbs reverberating in her ears. Some women do. Others are more than capable of looking after them-

How to BE BEAUTIPUL-Keep your complexion, Mrs. Ellen's Crême Charmant, Lait Charmant and Special Skin Tonic and Poudre Charmant will enable you to do it. Her. Beginsities for the Skin are the study of a lifetime. A. S. Watson & Co., Ltd., Sole Agenta

selves. Saturated with echoes of old superstitions, the helpless type of spinster, instead of analysing the cituation, and realizing that her need is to marry a protective, paternal type of man, confuses issues, and marries-just a man. Bushing into matrimony of the despera-tion order, she has lighted on an individual type of man who has neither the desire nor the intention of constituting ber shelter. He expects to be "looked after" himself, as so many types

"I suppose they thought it was my husband," was the satirical explanation of a woman who was called upon in court to furnish a reason as to why nobody went to her assistance when a passer-by struck her and stole her purse. This oynic doubtless had been the victim of a proverb-inspired faith in man as a universal provider of a sheltered life for femininity. Many a man does lavish the most tender and protective love on a woman, but it is not because he is a man and she is a woman. It is because he happens to be built on those lines, and she chances to be the fortunate woman who rouses his chivalrous and sheltering instincts. But such ideal mating is rarely compassed by the haplazard and far too common marriage of desperation.

Should a young woman be rich, poor, miserable, happy, sickly, or strong, everybody dwells with monotonous insistence on that one theme, 'Why don't you flud a husband?" Her advisers do not for a moment suggest by this one individual man specially suited to her circumstances, condition, and temperament. They prescribe a generic husband as who should say to a shoeless man, "Buy some boots."

Mothers who have never taken any social

pains to ensure a supply of saitors to their danghter-dowered households preach in essintly at their girls the go pel of settling themselves in life. In vain the danghters point out their circumscribed circle of masculine Iwin souls. Matrimony, like manna, is supposed to rain down from Heaven in some mysterious manner unknown in real life, but copyrighted through the conturies by slyly mischievone proverb-makers under the guise of "Mr. Right," who is sure to turn up at the propitious moment. Thus, many a delightful girl is shipwrecked on the rocks of a marriage of desparation. She "settles herself"—but haphasard, and not happily.

The bogey if being an old maid is invented y a girl's women folk the very minute she is You wise in her generation to be frightened any more by the threatened descent of "the old black man who lives up the chimney."

And the average mind is so clogged and choked with the false doc rines of proverbs and and women are unable to perceive that the state of single blessedness, even to the point of being left high and dry on the shelf, is a million times superior to a marriage of desperation. Stung by the taunt of "old maid," many a woman plunges he self into a veritable maelstrom of desperate married misery. Because somebody made dark allusions to "an old bachslor whom nobody would have." countless men have proposed rashly, and on the spur of the piqued moment to a pretty housemaid .- Straits Times,





acquired or constitutional Discharges from the Urinary Organs in either sex. These famous Pills also cure Gravel. Pains in the Back and all Kidney Disorders. Free from mercury. Forty years' success Sold by all Chemists and Storekeepers throughout the world.

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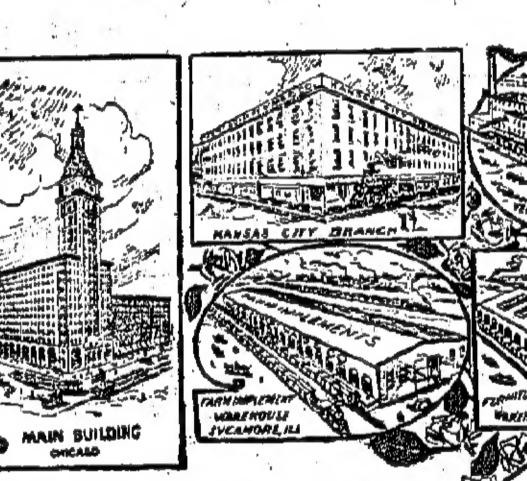
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WASHING FOX STREET ANDEX

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Auguard, Thoresen & Co, -CARL DIEDERICHSEN, German str., 774, Schlaikier, 18th October-Hoihow 17th October, Pigs and General, -- Johsen & Co. DIADEM, British orniser, 11,000, Savory, R.N., 19th Oct .-- Weibaiwei 15th Oct.

HANGCHOW, British str., 999, Mawley, 18th Oct.—Newchwang and Chefoo 12th Oct., General,-Butterfield & Swire. JAGUAR, Germen gushoat, 900, Kloebe, 18th October-Amoy 16th Oct. KWANOTAR, Chinese str. 19th October, from

MICHAEL JEBSEN, German str., 951, H. Bendixen, 18th Oct .- Newchwang and Chefoo 13th October, Boans.-Jebsen & Co. PERSIA, Austrian str., 3,779, P. Craglietto, 19th Oot .- Shanghai 16th Oct., General .-

Sander, Wieler & Co. SANDARAN, German str., 1,793, Wendig, 19th October Singapore and Holhow 17th Oct., General - Melchers & Co. SEGOVIA, German str., 1.872, Schonfeldt, 18th October-Hamburg and Singapore 12th Oct., General .- Hamburg-Amerika Linia. SIBERIA, American str. 5,655, A. Zeeder, 19th

October -- San Francisco 21st. September, Mails and General,-P. M. S. S. Co. THAN, British sir. (346), Sommerville, 19th October - Marila 16th Oct .- Butterfield & Swire.

CLEARANCES. AT THE HABBOUR MASTER'S OFFICE

Hourbon, French str., for Saigon Brand, Norwegian str., for Moji. Ceylon, British str , for Shanghai. Hangehore, British str., for Canton.

> DEPARTURES. Oct. 19th.

CHITCEN, Climasestr, for Centon. DELTA, British str., for Shanghai. HAITAN, British str., for Coast Ports. Onien, British str., for Batavia. Rong, British etc., for Manile. - 3 RUTHERGLEN, British str., for Christmas Isld. SKULD-Norwagian-str.-for Bungkok. TRIESTE, A natrian str., for Shanghai. UNIFORM, Norwegian str., for Shangbai -

SHIPPING REPORTS. The German str Carl Diederichsen reports Fresh N.E. monsoon from Hainen to port.

The British str. Tean reports: Strong monsoon, cloudy and high NE. son. The British str. Hangaring reports: Fresh N. and N.E. breezes and fine clear weather. Picked up a disabled lighter under Ockseu Island and Lowed same to Hongkong.

VESSELS IN DOCK Annunes Docks.-Signal, Chinkai Maru. KOWLEON DOCKS.—Surrogon, Vigilante, Ch. Hardown. Johanne, Francisque, Fatshan, Chow-Ini, Decumongse, Sahre, Empress of China, Montengle, Kinshan, H.M.S. Tuku. CORP ... . ITAN AMERICAL F. Charman. - Hygeia, Meropi.

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FETHE Steamship

Captain J. D. Andrews, R.N.R., carrying Ru Majesty's Mulls, will be desputched from this for Bombay on SATURDAY, the 20th October, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. Mongolia, 9,506 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tes for London (under arrangement) will be transhipped at Colombo into the mail steamer propeeding direct to Marsoilles and London; other carge for London, &c., will be conveyed from Rombay by the R.M.S. Marmora, due in London on 1st December.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

E A HEWETT, Superintendent. Bongkoug, 8th October, 1906



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM FOR ... FIUME AND TRIESTE (DIRECT Calling at MANILA, SINGAPORE. PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BEAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS). THIE Company's Steamship

Captain Cragliette, will be despatched as above-TO-DAY, the 20th inst. This Steamer has capital accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight.

SANDER, WIELER & Co., Agents, Prince's Buildings. Hongkong, 3rd Og vir 1906.

## VESSELS ADVERTISED AS

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w.," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

1	DESTINATION	VESSEL'S NAMES	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
				Sales and Sales		.,	•
1	a lagragione de lagra <del>para la lagra de la</del>			مجموعة بدرا أماريس		- · · · · - · · · · · · · · · · · · · ·	energen and the second
						19.	
		Dueses		-	***	State a se a	
7	LONDON VIA USUAL PORTS OF CALL	DELHI	Brit. str			P. W.O. S. N. Co.	To-day, at Noon:
	LONDON & ANTWERP VIA SINGAPORE, &C	MANILA	Brit. str.	- T	A. W. Anderson, R.N.R.		About 24th inst.
,	LONDON & ANTWERP	GLENEARN	Brit. str		Houghton	McGregor Bros. & Gow	On 31st inst
-	LONDON & ANTWERP	MERIONETHSHIRE	Brit. str.		Letter degenantemaken enger	Shewan, Tomes & Qo	About 15th Nov.
	MARSEILIES, &c., VIA PORTE OF CALL	TOURANB	Fren.str		Lancelin	Messageries Maritimes	On 30th inst., at 1 P.M.
1	MARSEILLES, HAVRE, COPENHAGEN; &c	NIEGBAR	Dan. str	-	440-01_484831.6144.1144	MELCHEES & Co.	About 30th inst.
•	BREMEN, VIA PORTS OF CALL	PRINZ LUDWIG	Ger. str		von Binzer		On 24th inst., at Noon.
	ANTWERP & HAMBURG VIA STRAITS, &c	TEUTONIA	Ger. str	K.W.	Girstenbrau	HAMBURG-AMERIKA LINIR	On 10th Nov.
3	HAVRE & HAMBURG VIA STRAITS, &c	HABSBURG	Ger. str.	k. w.	Filler	HAMBURG-AMERIKA LINIE	On 2nd Nov.
1	HAVRE, BREMEN & HAMBURG VIA STRAITS, &C	BRISGAVIA	Ger, str	k.w.	Hildebrandt	HAMBURG-AMERIKA LINEE	On 16th Nov.
	HAVRE & HAMBURG VIA STRAITS, &c.	SEGOVIA	Ger. str	K, er.	Schönfeldt	HAMBURG-AMERIKA LINIE	On 20th Nov.
1	HAVRE & HAMBURG VIA STRAITS, &c	SITHONIA:	Ger. str	k. w.	Brehmer	HAMBURG-AMERIKA LINIE	On 30th Nov.
,	TRIESTE, &c., VIA MANILA, &c	PERSIA	Aus. str		Craglietto	SANDER, WIELER & Co	To-day.
	ODESSA	PETRONIA	Rus, str.	-	401901	MELCHERS & Co	About 10th Dec.
1	NEW YORK VIA PORTS & SUEZ CANAL	SHIMOSA	Brit, str		1814	DODWELL & Co., LTD.	About 2nd Nov.
÷.	NEW YORK	YEDDO	Brit, str		Cowley	Arnhold, Karberg & Co	About 13th Nov.
	NEW YORK VIA PORTS & SUEZ CANAL	BRAEMAR	Am. str	) —		SHEWAN, TOMES & Co	About 20th Nov.
	VANCOUVER VIA SHANGHAI JAPAN, &c	TARTAR	Brit. str.	1 m.		CANADIAN PACIFIC R. Co	To day, at Noon.
	VANCOUVER VIA SHANGHAI JAPAN, &c	EMPRESS OF CHINA	Brit. str	2 m.	****** *******************	CANADIAN PACIFIC R. Co	Oa 25th inst., at 4 P.M.
	VICTORIA (B.C.) & TACOMA VIA JAPAN	SHAWMUT	Am. str		E. V. Roberts	DODWRLE & Co., LTD	On 24th inst.
1	SOUTH AMERICAN PORTS VIA JAPAN PORTS	KASATO MARU	Jap. str	-	W. E. C. S. Filmer		Middle of Dec.
	AUSTRALIAN PORTS VIA MANILIA	EMPIRE	Brit. str	-	Helms	Gran, Livingston & Co	On 27th inst., at Noon.
į	AUSTRALIAN PORTS VIA MANILA	TAIY UAN	Brit. str	· Im.	L. Dawson	BUTTERFIELD & SWIRE	On 12th Nov.
	AUSTRALIAN PORTS VIA MANILA	SANDAKAN	Ger. str	· —	G. Wendig	Мисиева & Со.	On 22nd inst., at Noon,
	YOKOHAMA & KOBE	TAIYUAN	Brit, str	lm.	L. Dawson	Butterfield & Swife	To-day.
j	YOKOHAMA & KOBE	SEGOVIA	Gor. str	k. w.	Schönfeldt	HAMBURG-AMERIKA LINIM	On 22nd inst.
	YOKOHAMA VIA SHANGHAI, MOJI & KOBB	SUMATRA	Brit. str	, man	E. W. Bruce ,	P. & O. S. N. Co	About 28th inst.
	ROBE & YOKOHAMA	CRATON	Brit. str !		G. W. Babot, R. N. R.	P. & O. S. N. Co.	About 19th inst
	JAPAN VIA SHANGHAI	TJIMAHI	Dut. str	-		JAVA-CHINA-JAPAN LIJN	Quick despatch.
	THENTSIN	Сигантко	Brit. str	arraper .		JARDINE, MATRESON & Co	On 25th inst., at 4 P.M.
٠,	SHANGHAL KORE & YOKOHAMA	SITHONIA	Ger. str	k, w.	Brehmer	HAMBURG-AMERIKA LININ	To-day.
	SHANGHAI	KIUKIANG	Brit. etr	· tre.		BUTTERFIELD & SWIRE	On 22nd inst.
	SHANGHAI	HANGSANG	Brit. str	-		JARDINE, MATRESON & CO	On 23rd inst., Daylight.
i	SHANGHAI & CHINKIANG	HANGCHOW	Brit. str.	Lm.		BUTTERFIELD & SWIRK	On 23rd inst.
- 1	SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ROON	Ger. str	_		MELCHERS & Co	On 24th inst.
-	SHANGHAI VIA SWATOW, AMOY & FOOCHOW	SHOSHU MARU	Jap. str	Fill a Mark	T. Nemoto	BAKA SHOREN KAISHA	On 27th inst., at 10 A.M.
ı	SHANGHAI, KOBE, YOKOHAMA, &c.	RHEN NIA	Ger. str	k. w.	v. Hoff	HAMBURG-AMERIKA LINIR	On 1st Nov.
-	SHANGHAI, YOKOHAMA, KOBE & VLADIVOSTOCK	SAN DOMINGO	Dan. str	_		Marie and the Marie Alba	About 5th Nov:
	TAMBUI VIA SWATOW & AMOY	JOSHIN MARU	Jap. str:	~	H. Ohta	OSAKA SHOSEN KAISHA	To-morrow, at Daylight.
_	TAMSUL VIA SWATOW & AMOY	MARAN MARU	Jap. str			Озака Вибэки Катана	On 25th inst., Daylight.
.	ANPING VIASWATOW & AMOY	FURUSHU MARU	Jap. str.	_		OSAKA SHOSEN KAISHA	On 31st lust., at 10 A.M.
٠ ۱	SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str	2 h.	A. E. Hodgins,		On 23rd inst, at Noon.
. 1	MANILA	LOONGSANG	Brit. str	-		JARDINE, MATRESON & Co	To-day, at 4 P.M.
-	MANILA	TEAN	Brit, str	1 m.		BUTTERFIELD & SWILL	On 23rd inst.
	MANILA	ZAPIBO.	Brit. str		H. Rodger		On 27th inst., at Noon.
	MANILA	Rudi	Brit. str		R. Almond	SHEWAN, TOMES & Co.	On 3rd Nov., at Noon.
	SINGAPORE, PENANG & CALCUTTA	CATHERINE APCAR	Brit. str			DAVID SASSOON & Co., LTD	On 23rd inst., at 3 p.m.
"	SINGAPORE, PENANG & CALCUTTA	NAMEANG	Brit. str			JARDINE, MATHESON & CO	On 27th inst., at 3 P.M.
	SINGALORI, I MINITO & CHARLES						The state of the s
				•		and the state of t	4.0

### INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

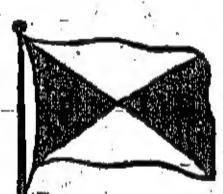
PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.). TO SAIL.

"LOONGSANG" ... Saturday, 20th Oct., 4 P.M. "HANGSANG" ... Tuesday, 28rd Oct., daylight. "CHIPSHING"... Thursday, 25th Oct., 4 P.M. \*SINGAPORE, PENANG& CALCUTTA "NAMSANG"..... Saturday, 27th Oct., 3 P.M.

. These Steamers have superior accommodation for First-Class Passengers and are fitted. throughout with Electric Light. t Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtsze

For Freight or Passage, apply to Hongkong, 18th October, 1906.

JARDINE, MATHESON & CO., GENERAL MANAGERS.



## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

## CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STRAMBHIF	Tons.	CAPTAIN	POR		BAILIN	G DATE.
ZAFIRO	2540* 19	R. Rodger	Manila.		On 27th	Oct., Noon.
RUBI	2540	R. Almond	Manila.	1	On 3rd	Nov., Noon.
1 4		* 350	, it			A 5

Hongkong, 20th October, 1906

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

## HONGKONG-NEW AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). About 20th November. For freight and further information apply to.

SHEWAN TOMES & CO., GENERAL AGENTS Hongkong, 9th October, 1906.

ST. PETERSBURG & VLADIVOSTOCK. PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. STEAMERS DESTINATION DATE OF SAILING. MARSEILLES, HAVRE, COPEN-

"NIKOBAR" ... HAGEN, SCANDINAVIAN, R'SIAN > On or about 30th Oct. and GERMAN BALTIC PORTS ... J SHANGHAI, YOKOHAMA, KOBE ? "SAN DOMINGO"... On or about 5th Nov. ... On or about 3rd Dec. and VLADIVOSTOCK ... ... 5 "CAMBODIA" ... On or about 10th Dec.

For Further Particulars Capply to

Hongkong, 17th October, 1906.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C. AND TACOMA

MOJI, KOBE AND YOKOHAMA...

Ste	amers	Tons.	Captain.		Sailing Date.
MWAHE	UT	9,606	E. V. Roberts	On	24th October.
TREMO	NT	9,606	T. P. Garlick	Ов	20th November.

I Cargo only:

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

DODWELL & CO., LIMITED,

GENERAL AGENTS. ODERN'S BUILDINGS. Hongkong, 2nd October, 1906.

#### HAMBURG-AMERIKA YORK. PASSENGER SERVICE.

Y the new steamers, "RHENANIA," "HABSBURG," "HOHENSTAUFEN," and the "Scandia" and "Silesia." The steamers are specially built for the tropics and have luxurious Passenger accommodation first-class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewarderses carried. Laundry on board. Return tickets issued at reduced rates for two years available, through tickets to be had to Londor via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD. FOR SHANGHAI, KOBE, YUKOHAMA (TSINGTAU, CHEFOO AND TIENTSIN RHENANIA ... ... 1st November Capt. v. Hoff HOHENSTAUFEN ... SCANDIA ... .. v. Doehren ... NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ALEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON VIA HAVRE), AND HAMBURG. 2nd November HABSBURG ... RHENANIA ... 14th December v. Doeliren ... HABSBURG ...

## NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA... 20th October, FOR YOKOHAMA & KOBE ... ... 22na October SEGOVIA ... FOR SHANGHAI, KOBE & YOKOHAMA... 1st November BHENANIA ANDALUSIA FOR SHANGHAI, KOBE & YOKOBAMA... 13th November NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERF, AMSTERDAM, ROTTERDAM, COPENHAGEN LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also vin Aden or Port Said by the "ABABIC PEBBIAN SERVICE" to Arabian and --- Persian Gulf Ports. ... FOR HAVRE & HAMBURG ...

... FOR ANTWERP & HAMBURG ... 10th November TEUTONIA ... BRISGAVIA ... FOR HAVRE, BREMEN & HAMBURG ... 16th November 20th November ... FOR HAVRE & HAMBURG .... SITHONIA .. ... FOR HAVRE & HAMBURG ... ... 30th November Hongkong, 17th October, 1906.

## VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA

IIIE Steamship

"CATHERINE APCAR," Captain W. D. A. Thomas, will be despatched for the above Ports on TUESDAY, 23rd inst., at 3 P.M. For Freight or Passage, apply to

DAVID SASSOON & Co., LTD., Agents. Hongkong, 16th October, 1906.

EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND. TARMANIA, &C.)

HIE Steamship

the Electric Light.

"EMPIRE," Captain Holms, will be despatched for the above Ports on SATURDAY, 27th inst., at Noon, This well-known Bleamer is specially litted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh F evi-sions, Ice, &c., throughout the voyage. This Bteamer is installed throughout with

A Stewardess and a duly qualified Surgeon are carried. N.B .- To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms, For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Hongkong, 5th October, 1906.

"GLEN" LINE OF STEAMERS FOR LONDON AND ANTWERP. FETHE Steamship

"GLENEARN." Captain Houghton, will be despatched as above on WEDNESDAY, the 31st inst. For Freight, apply to

McGREGOR BROS. & GOW. Hongkong, 17th October, 1900.

COMPAGNIE DES MESSAGERIES MARITIMES. FRENCH MAIL STEAMERS.



STEAM FOR SAIGON. SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA ADEN, EGYPT. MARSEILLES, LONDON HAVRE, BORDEAUX. MEDITERBANEAN AND BLACK SEA PORTS: /# THE Steamship

"TOURANE," Captain Laucelin, will be despatched for MARSEILLES, on TUESDAY, the 30th

October, at 1 P.M. Passage tickets and through Bills of Lading issued for above ports and for Australia with prompt transhipment at Colombo. Cargo also booked for principal places in

Next sailings will be as follows: USTRALIEN"... S.S. "ERNEST SIMONS" ... 11th Dec. S.S. "POLYNESIEN" ... 25th Dec. S.S. "CALEDONIEN" ... Sth Jan. G. DE CHAMPEAUX,

Agent. Hongkong, 17th October, 1906.

REGULAR STEAMSHIP SERVICE TO NEV

VIA PORTS AND SUEZ CANAL (WITH LIBRETT TO CALL AT MALABAR COAST). PROPOSED SAILINGS FROM HONGRONG. "SHIMOSA" ... ... 2nd Nov.

YORK,

"GHAZEE" For Freight and further information, apply to DODWELL & CO., LD. Agents.

Hongkong, 13th October, 1906. THE AMERICAN & ORIENTAL LINE

FOR NEW YORK (With Liberty to Call at the Malabar Coast).

Captain Cowley, will be despatched for the above Port on or about the 13th November. For Preight, apply to ARNHOLD, KAREERG & Co.,

Hongkong, 4th October, 1906.

"SHIRE" LINE OF STEAMERS FOR LONDON AND ANTWERP.

THE Steamship

FILE Steamship

"MERIONETHSHIRE," Will be despatched for the above Ports on or about the 15th November, and will be followed by the Steamship " LINTSHIRE," On or about the 20th November.

For Freight and Passage, apply to SHEWAN, TOMES & Co., Hongkong, 17th October, 1906.

TOYO KISEN KAISHA

SOUTH AMERICAN LINE.

FOR SOUTH AMERICAN PORTS VIA JAPAN PORTS. Regular Steamship Service between Hongkong.

Tons - To Sail. Steamer . KASATO MARU" 6,000 Middle of Dec. Capt. W. E. C. S. FILMER.

CALLAO and IQUIQUE via JAPAN PORTS.

Taking Freight and Passengers to other Western Coast Ports of South America. The above Steamer has spleudid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is.

carried board. For further information, apply to K. MATEDA, Manager,

York Building.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

	<b>A</b>		1	
	KOBE and YOKOHAMA	CEYLON	About 19th N.R. October	Freight and Passage.
	LONDON, &c., VIA USUAL PORTS	DELHI	Moon 20th	See Special Advertisement.
	LONDON and ANTWERF VIASINGAPORE, PENANG COLOMBO, PORT SAID and MARSEILLES	MANILA	About 24th October	Freight and Passage.
,	YOKOHAMA VIA SHANGHA MOJI and KOBE	Capt. E. W. Bruce	About 28th October	Freight and Passage
	For further Particular	rs, apply to	E. A. HE Sup	WETT, erintendent.

# NAVIGATION

FOR	10.1	STRAMRES	•	TO SAIL	
YOKOHAMA and KOBE	. +	"TAIYUAN" "KIUKIANG" "HANGCHOW		On 22nd Oct	tober.
SHANGHAI and CHINKIANG. MANILA. MANILA. ZAMBOANGA, PORT	. •	"TEAN"	******	On 23rd Oc	lober.
DARWIN, THURSDAY ISLAND, I		"TAIYUAN"	******	On 12th No	vomber.
TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE		to the enverien		dation offer	ad he the
* The attention of Tassengers is direct	cred	to the superior	CONTRACTOR OF	111 A 1.1	71.0

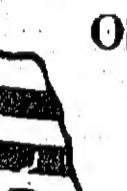
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried. + Taking Cargo on through bills of lading to all Yangtere and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports. REDUCED BALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to-BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 19th October, 1906.

Hongkoug, 17th October, 1906



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA,

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

Y	FOB
	TAMSUI VIA SWATOW
	AND AMOY
	TAMBUI VIA SWATOW
	AND AMOY
: 1	SHANGHAI VIA SWATOW,
٠,	ANPING VIA SWATOW
'	AND AMOY

THE CO.'S 8.8. "JOSHIN MARU" Capt. H. OHTA "MASAN MARU" Capt. I. SAKTRAI Capt. T. NEMOTO

LEAVING BUNDAY, 21st Oct., at DAYLIGHT. SUNDAY, 28th Oct.,... at Daylight. SATURDAY, 27th Oct... Capt. S. ITO J Oct., at 10 A.M.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table. † Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

Tor Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. I, Queen's Buildings.

Hongkong, 20th October, 1996.

T. ARIMA. Manager.

## PASSENGER SEASON 1907.

## PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

THROUGH STEAMER

MARSEILLES AND LONDON. VYA CULOMBO AND BOMBAY.

THIR STEAMSHIP

## "MACEDONIA,"

10,500 Tons, CAPL. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON,

SATURDAY, 23RD MARCH,

AND IS: DUE IN MARSEILLES ON THE 20TH APRIL AND LONDON ON THE 27TH APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST BUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED-IN 28 DAYS AND-TO-LONDON IN 35 DAYS.

## FARES:

To MARSEILLES-£61 FIRST AND £42 SECOND SALOON, To LONDON-£65 FIRST AND £44 SECOND SALOON.

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

## IMPERIAL GERMAN MAIL



STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,

STEAMERS WILL ALSO CALE AT GIBRALTAR & SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE

TAKING CARGO ON THEOUGH BILLS OF LADING FOR ALL EUROPEAN. NORTH AND SOUTH AMERICAN PORTS.

... 27th February

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES. STEAMERS.

24th October 7th November PRINZESS ALICE 21st November 5th December 19th December WEDNESDAY PRINZ REGENT LUITPOLD WEDNESDAY 2nd January ... 16th January WEDNESDAY ... 30th January . MEDNESDAY ... 13th February GNEISENAU

ON WEDNESDAY, the 24th day of OCTOBER, 1906, at Noon, the Steamship PRINZ LUDWIG," Captain von Binzer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, GALLING AT NAPLES and GENOA. Shipping Orders will be granted till Noon, on Monday, the 22nd Oct. Cargo and Specie will be received on Board until 5 P.M. on Tuesday, the 23rd Oct., and Parcels will be received at the Agency's Office until Noon, on Tunspay, the 23rd Oct.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board. RATES OF PARSAGE MONEY FROM HONGKONG Brd Class. TO NAPLES, GENOA AND GIBRALTAR 261 0 0 222 0 0 63 0 0 33 0 0. TO SOUTHAMPTON, LONDON, BREMEN 24 0 0 AND HAMBURG ... ... 36 0 0 TO NEW YORK VIA SUEZ VIA NATLES, GENOA OR GIBRALTAR 47 0 0 115 0 0 68 0 0 VIA BREMEN OR SOUTHAMPTON 123 0 0 \* In the event of the passenger leaving the Mail Steamer at Naples, Genea or Gibraltar and travelling to Bremen or Southampton overland THE SAME BATES TO BE APPLIED AS VIA NAPLES. GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passengers'

TOUR VIA INDIA: Passengers have the option of using a Steamer of the British India S. N. Co., from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included. INTERRUPTION OF THE VOYAGE IN EGYPT: Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamors from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

#### JAPAN-CHINA-AUSTRALIAN LINE. VIA NEW GUINEA.

FOR MANILA. SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN. SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG-(SUBJECT TO ALTERATION). ... MONDAY, 22nd Oct. SANDAKAN 4763 tons ... TUESDAY, 13th Nov. WILLEHAD 3302 tons .... TUESDAY, 11th Dec. N MONDAY, the 22nd OCTOBER, at 'Noon, the Steamship "BANDAKAN," Captain G. Wendig, with Mails, Passengers and Cargo, will leave this port as above. The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board. RATES OF PASSAGE MONEY FROM HONGEONG: Lat Class 2nd Class Red Class 1st Class 2nd Class ... \$50.— \$30.— \$20.— return \$80.— \$50.— ... £28.— £18.10 £14.00 return £42.— £27.15 TO NEW GUINEA ... ... ... £30.— £20.— £14.— return £54 — £36.— To BRISBANE ... ... . £33.— £23.— £15.— return £59.10 £41.10 To MELBOURNE ... £34.10 £24.10 £16.— return £62.5 £44.5 To YOKOHAMA ... \$80.00 \$60.00 \$40.00 return \$170.00 \$120. 380.00 860.00 \$40.00 return \$170.00 \$120. \$95.00 \$70.00 \$50.00 return \$170.00 \$120. 

Express Steamers of N.D.L.

#### · SAILINGS OUTWARDS. EUROPEAN & AUSTRALIAN SERVICE

SHANGHAL—NAGASAKL	Parentary		-157: 45
SHANGHAL—NAGASAKL		THE A	Wednesday, 24th Oct.
* YOKOHAMA and KOBE " " W	ALLEHAD"		Wednesday, 24th Oct.
SHANGHAI, NAGASAKI, B	HELOW"		Wednesday, 7th Nov.
🔻 KOBE & YOKOHAMA 💃 🖰	UELOW".		*** Oddobday1
* Reaching Yokohama is	n lees than six d <i>t</i>	.ys	
TRANS-PACIFIC THROUGH T	ICKETS FRO	M HONGKO	NG via Vancouver or San
Francisco to NEW YORK by the	C.P.R. Co.'s s	termers P.M.:	S.S. Co., O. & O. S.S. Co.,
T. K. K. and from NEW YORK to	o EUROPE by the	he Magnideent	Repress Steamers of the
Norddeutscher Lloyd are issued a	t the following	Rates: -	lst Class
To London via Plymouth or	Southampton		£62. O. O.
To Bremen			63. 10 0.

To Paris via Cherbourg
To Naples, Genes via Gibraltar NORDDEUTSUHER LLO7D. For further Particulars, apply to

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IN 25 DAYS TO ITALY

## MAGNIFICENT N.D.L. LINERS:

BY THE

"PRINZESS ALICE" 10,911, ON MARCH 13TH. CAPT. CH. POLACK.

Tons Reg. PRINZ LUDWIG 10,500, ON MARCH 27TH. CAPT. VON BINZER.

CALLING AT NAPLES, GENOA, GIBBALTAR AND SOUTHAMPTON To LAND PASSENGERS.

EARLY BOOKING RECOMMENDED.

FOR PARTICULARS, APPLY TO

MELCHERS & CO.,

Hongkong, 12th October, 190

## CANADIAN PACIFIC COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER. Il days Across the Pacific is the "EMPRESS LINE," Saving 5 to 10 days Ocean Travel. 11 DAYS YOKOHAMA to VANCOUVER, 18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration). LEAVE HONGKONG ARRIVE VANCOUVER ... SATURDAY, 20th Oct. ... 12th Nov. "EMPRESS OF CHINA" 6,000 ... THURSDAY, 25th Oct. ... 12th Nov. "EMPRESS OF JAPAN" 6,000 " THURSDAY, 20th Dec. ... 7th Jan. "MONTEAGLE"..... 6,163 ... WEDNESDAY, 26th Dec. ... 19th Jan.

"EMPRESS" Steamers will depart from HONGKONG at 4 P.M. Intermediate Steamers at 12 Noon.

FIGHE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's NEW PALATIAL "EMPRESS" Steamships, 14.500 tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA and 294 days from HONGKONG.

Hongkong to London, 1st Class ...... via St. Lawrence £60; via New York £62. Intermediate on Steamers and let Class Railways ... R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" entry Intermediate

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HONGKONG

# PRESS,

with which is incorporated THE CHINA OVERLAND TRADE REPORT. Subscription, paid in advance, \$12 per annum. Postage to any part of the World \$2

Hongkong, 11th October, 1906.

7 m.m. and at 6 p.m. until further notice.

## POST OFFICE NOTICES.

The Empress of India, with the Canadian mail, left Shanghai on Thursday, the 18th inst., at 8 p.m., and may be expected here to-morrow, at 7 a.m. Mails for CANTON, "Wuchow- and "SAMBHUT will be closed on week-days at

			• • • • • • • • • • • • • • • • • • • •
_		PER	DATE
	Shanghai, Nagasaki, Kobe, Yokohama,	Tartar	
	Shanghai Kobe and Yokohama	Tjibodas Sithonia	Saturday, 20th, 10.00 A.M.
	Shanghai and Kobe	Augorima maru,	Saturday, 20th,
	(Late Letters 11:00 to 11:30 A.M. Extra		Printed Matter and Sam- ples, 10.00 A.M.
,	Postage 10 cents)		Registration 10.00 A.M.
	(Supplementary mail on board up to the time fixed for departure of the mail.)		fee of 10 cents, up to 10.45 A.M.)
	(Letters posted in all the Pillar Boxon in time for the first clearance will be included in this contract mail.)		Registration, Kowloon H.O. 10.00 A.M. No late fee.
	Incittude in this contract learns and		Letters 11.00 A.M.
•	Singapore	Calches	Saturday, 20th, 1.15 P.M. Saturday, 20th, 3.00 P.M.
	Yokohama and Kolio	Loongsong	Saturday, 20th, 3.00 P.M. Saturday, 20th, 3.00 P.M.
	Hoihow and Haiphong	Joshin Maru	Saturday, 20th, 5.00 P.M. Saturday, 20th, 5.00 P.M.
	Manila, Simpsont afea. Friedrich Wilhelmsha-	Sandakan	Monday, 22nd, 11.00 A.r.
	Yokohama and Kobe	Segonia	Monday, 22nd, 3.00 P.M.   Monday, 22nd, 3.00 P.M.
	Shanghai	Hangsang	Monday, 22nd, 5.00 P.M.
	Swatow, Amoy and Foochow	Haiching	Tuesday, 23rd, 10.00 A.M.

on the 4th Oct.

A. C. Cattivinch

 ${f B}$ . Febru.

from Seattle.

of call.

The Beston S.S. Co.'s str. Tremont sailed

The C.P.R. str. Athenian left Vancouver on

The E. & A. str. Eastern left Sydney on the

Tuesday, a.m., for Hongkong vin the usual ports

PASSENGERS.

ARRIVED.

W. M. Conner, Jr., C. E. Berger, Rev. G. D.

Mr. R. L. Harding, Mr. and Mrs. H. Debnam,

Miss Lammers, Messrs. G. L. Noble, J. L.

Von Fiontkowski, Mrs. B. H. Rahmeyer, Mr. F.

W. Schmidt. Dr. and Mrs. J. M. Swan and

child, Miss L. Woertz, Mrs J. W. Barton and

3 children, Rev. and Mrs. W. Ashmore, Miss E.

Ashmore, Mr. C. W. de Knight, Comdr. H.

Kato, I.J.N., Comdr. S. Horimouchi I.J.N.,

Day, Mr. and Mrs. G. H. Eastman, Messrs. S

Wadie, F. Weisman, Dr. and Mrs. M. J.

Per Tean, from Manila, Mrs. G. Sproot,

Master Sproot, Messrs. A. D. Richey, A. R.

Decker, R. G. Davison, E. Hofmann, F. C.

Hagedorn, W. E. Chunyet and O. G. Quillian.

HONGKONG TIDE TABLE.

From October 70th to 26th, 1906.

To correct Zone Time add 23 min, and 18 sec.

Hengkong Height Houghong Height.

m 14 54 1 0 0 1 ta 5 18 1 3

HONGKONG METEOROLOGICAL-

REGISTER.

Hongkong Observatory, October 19th.

Highest open air Temperature on 18th...... 52

Lowest open air Temperature on 18th.....73.

MESSRS, FALCONER & CO.'S REGISTER

Octaber 19th.

Barometer 9 A.M., 30.11 Therm. (Wetbulb) 9 A.M., 7

Barometer | F.M. 30.02 Therm. (Watbulb) 1 F.M. 7

Barometer 4 r.m. 29.95 Therm (Wetbu") 4 P.M.71

Therigon, 9 a.m. 76 Therm. Maximum .....79

Thermon. 1 P.M. 79 Thorm: Minimum over

Wind Direction:

Wenther .....

Force ....

Thermom. 4 PM. 78

Previous Day On Date at

20 11

11 9 8 7 7 1 4 48 A 1 8 4

1 4 a · 5 5 ax 5 m 1 1 4

LOW, WATER.

On Date

at 4 p.m.

20.99

11th Oct., and is due here on the 2nd Nov.

Twenty-fifth Ordinary Meeting, Canton Insurance Office, Ld., Messre, Jardine, Matheson & Co.'s Offices, 12 Noon. Sale, A Quantity of Silk and Coccops, at Mesars. Butterfield and Fwire's Godowns, West Point, Mr. Gen. P. Lammert, 12 Noon. Sale Japanese Goods, Sales Room, Mr. C. de M. C. Visira-Ribeire, 2.30 p.m.

### COMMERCIAL.

----CLOSING QUOTATIONS. Oct. 19th.

		2 = (44)	,
	On	Lundon	
		Telegraphic Transfer	34
	-5-	Bank Bills, on demand	7.
		Bank Bills, at 80 days' sight2/3	
	*	Bank Bills, at 90 days' sight2	
		Bank Bills, at 4 months sight 2/3	31 "
	9	Credite, at 4 months sight2/3	11
		Documentary Bills, 4 months eight 2/3	10
	Ow	PARIS.	5
-	OH	Bank Bills, on demand	1.
		Credits, at 4 months sight289	
	•	GERMANT.	4
	ÚИ	On demand	
	Owi	New York.	
	UK	Bank Bills, on demand	
		Bank Dans, on demand determine Sell	
	-	Credits, 60 days sight	37
	ON	BOMBAY.	ca .
		Telegraphic Transfer	4
	_	Bank, on demand	-1
	Or	CALOUTTA	4
1		Telegraphic Transfer	1
		Bank, on demand	4
	On	Seanghai.	

	UK	UALOUTTA.		
1		Telegraphic Transfer	1	84
		Bank, on demand,	16	91 °
	0	SHANGHAL.	******	
	UN	DHABURAL	<b></b>	5
		Bank, at sight		<u> </u>
		Private, 30 days sight		4
	ON	YOKOHAMA On dom		
		MARILA On demand		
	UM	SINGAPORE.—On den	BEDGE SERVICE ST	10. P.O.
	Ox	BATAVIA Un deman	d 1 St	5K.
		HAIFHONG,-On dem		
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	OFIL	) 152 a		
1				Oct. 19th.
Opotations are:-	- AU	οπ'06	net.	to I catty.
Malwa New	1860	to	-	per picul,
Malwa Old	<b>1920</b> **	to	<b>T</b>	P1
Malwa Older	1980	to,	-	16 21
Malwa V. Old	\$1020	to	gradent .	**
Persian fine quality	1700	to	-	99
Persian extra line	\$760	_to_	-	- 10
Patna New	\$895	to	-	per chest.
Petra Old	19 5	to	_	63
Benares New	\$845	to	_	100
Benires Old	2825	to	7.	g 444

STEAMERS PASSED THE CANAL. Sept. 4th Schnylkill. 7th Louther Castle, Selenga. 14th - Priam. 21st-Henalder. 25th -Baron Ardrossan, Claverdon. 28th-Idomeneus, Sunda. Oct. 2nd -- Armand Behie, Benmohr, Den of Kelly, Memnon. 5th - C. Ferd. Lacisz, Ercher-209. Franz Ferdinand, Prometheus, Kumakura Maru, Tonkin. 9th - Formosa, Myrmiden. 12 -Alcinous, Hyson, Java, Po'yphemus, Bilesia (Ger.), Rhenania. 16th - Albengu, Benledi, Benlomond, Benverlich, Diomed, Peshawur, Saronia. Cardiganshire.

ARRIVALS AT HOME. Oct. 16th - Spezia, Glenturret, S. chgen.

## VESSELS EXPECTED.

THE CANADIAN MAIL. The C.P.R. s'r. Empress of India arrived at Shanghai at 11 a m. on Thursday, the 18th inst., left again at 8 pm. same day, for Hongkoug, and is due here at 7 a.m. on Sanday, the 21st just. THE GERMAN MAIL.

Tho J.G.M. str. Roon left Singapore on Friday, the 19th inst, at 9 a.m., and may be expected here on or about Poesday, the 23rd inst-The J.G.M. str. Pring Ludwig left Kobe via Nagasaki and Shanghai on Sunday, the 14th inst., p.m., and may be expected here on or about the 23rd inst.

THE AMERICAN MAIL. The P.M. str. China sailed from Yokohamson the 17th for Hongkong, via Kobe, Nugasaki and Mapila, and is due to arrive here on the 28th inst.

MORONANT STEAMERS. The N.Y. K. str. Totomi Maru (Bombay Live) left Kobs for this port via Moji on the 15th inst., and is expected here on the 22nd inst. The Indo-China str. Kumsang left Calcutta for this port via the Ftraits on the 12th inst., and may be expected here on or about the 28th instant.

The N.Y.K. str. Kagoshima Maru (Bombay Line) left Singapore for this port on the 12th Oct., and is expected here on the 18th inst. The Australian Line str. Willehad left Sydney on Monday, the 1st inst, at 10 a.m., and may be

pexpected here on or about the 22nd inst. The Ben-Line str. Benalder, from Antwerp and London, left Sirgapore on the 17th inst. for this port, and is due here on or about the

23rd inst The N.Y.K. str. Ceylon Maru (Bombay Line) Test Singapore for this port on the 18th inst. and is expected here on the 24th inst. The str. Saint Patrick sailed from New York for China and Japan on the 9th August. The Boston Tow Boat Co.'s str. Lyra sailed

from Seattle on the 12th August for Japan. Manila and Hongkong. The str. Satsuma sailed from New York on the 20th Sept. The E. & A. str. Eastern left Sydney on the

11th inst. for this port via Queensland ports.

STEAMERS

America Maru, Japanese str., 3,460, Philip Going, 13th October-San Francisco 14th Sept., General. -Toyo Kishen Kaisha. Borneo, German str., 1,344, A. Denker, 18th October-Sandskan 13th October, Timber. - Melchers & Co.

SHIPPING IN PORT.

Bourson, French str., 990, Le Bail, 28th September-Saigon 23rd Sept., Rice, CALCHAS, British str., 6,748, O. P. Williams,

17th Oct. -Shanghai 14th Oct., General. -Butterfield & Swire. CATHERINE APCAR, British str., 1,730, W. D. A. Thomas, 10th Oct. - Singapore 4th Oct., General - David Sassoon & Co. CEYLON, British etr., 2.637, G. W. Babot, 12th

Oct.-London 11th August, and Calcutta 29th September, Coal's and General .- P. & O. S. N. Co. CHIYUEN, Chineso str., 1,177, C. Stewart, 18th October -Shanghai 14th Oct., General.-

CHOWTAI, German str., 1, 51, W. M. Hermann 15th Sept .- Bangkok 9th Sept., General.-Butterfield & Swire.

Delhi, British str., 4,783, J. D. Andrews, R.N.R., 18th Oct, -Shanghai 16th October, Mails and General.-P. & O. S. N. Co. DEVAWONGSE, German str. 1,262, T. V. Bruhn, 5th Sept, -Bongsok 27th Aug. and Holhow 3rd Sept., Rice and Meal,-Norddeutscher

EMMA LUYKEN, German str., 1,159, G. Cornand. The str. Wray Castle sailed from New York EMPRESS OF CHINA. British str., 3,046, R.

Archibald 13rd Sept -- Vancouver 4th Sept., Mails and General.-C. P. R. Co. HANGSANG, British str., 1,356, Spancer Wilde, 17th Oct.—Shanghai 13th Oct., General.— Jardine. Matheson & Co.

INABA Maru, Japanese str., 3,837, Wm. Bainbridge, 18th October-Singapore 12th Oct., General,-Nippon Yusen Knishs. Induawadi, British str., 3,369, R. N. Hill 18th Oct.-New York 22nd Aug., General.

-Jardine, Matheson & Co. Per Siberia, from San Francisco, &c., Mosses. JOHANNE, German str., 952, Ipland, 15th Sept. -Swatow 14th Sept. Jebson & Co. Byers, Mr. H. V. Campbell, Miss R. Davis, JOSHIN MARU, Japanese str., 702, H. Ohta, 17th Oct.-Tameui, via Amoy, and Swatow 16th October, General - Osaka Shosen Headington, J. S. Kunkle, Mr. and Mrs. F. L.

Kaisha. KAGOSHIMA MIRU, Japanese str., 4,404, F. L. Pyne, 18th Oct.-Singapore 12th October, General. - Nippon Yusen Kaisha. KIUKIANG, British str., 1,227, Millor, 18th October-Shanghai 11th October, General. -Butterfield & Swire. Misses L. and M. Clark, Dr. and Mrs. W. H. KWANGTAH, Chinese str., 1,536, John, 14th

October-Shanghai 10th Oct., General-White, Mrs. H. Atwood, Mr. W. Swan, Mr. and LISA, Swedish str. 998, H. Horndahl, 16th Mrs. J. Goodenow, Dr. and Mrs. Wu, and Mr. October Probolingo 2nd October, Sugar. -Sandor, Wieler & Co.

Per Persia, from Shanghai, Mr. and Mrs. J. Luonesano, British str., 1,092, A. G. Smith, 15th Oct. - Manda 12th Oct., General -Jardine, Matheson & Co. LOYAL, German str.; 1,237, Fr. Natzino, 12th-October - Bangkok 4th October, Rica .-

Sander, Wieler & Oc. Lybia, German str., 1.772, Meyer, 17th Oct. -Haiphong 14th Oct., Coal.-Siemssen MACHEW, German str., 996, Tellner, 14th Oct.

- Bangk k 6th Oct., Rice and Lumber -Butterfield & Swire. MERAPI, Dutch str., 1,592, E. M. Uldall, 10th October -- Singapore 1st October, Sugar, --Chinese.

MONTEAGLE, British str., 3,953, S. Robinson, 14th Sept .- Vancouver 20th Aug., Flour, Lead and General.- C. P. R. Co. NAMSANO, British str., 2,59 . P. H. Rolfe, 15th October—Calcutta 30th Sept. and Straits 10th Oct., General,-Jardine, Matheson-

& Co. NEIL MACLEOD, Amr. str., 202, E. Corral, 19th June-Manila 16th June.- Harrette & Co. NORDEN, Norwegian str., 1,497, W. Wilhelmsen, 14th September -- Probolingo 3rd Sept., Sugar.-Order.

S. DE ROSARIO, Amr. str., 715, M. Lopez Blance, 12th June-Maulla 9th June-Barretto & Co. Poro Maru, Japanese str., 2,160, P. Kirai, 18th -October -- Moji 12th October, Coal.-- Mitsui Bussan Kalaha.

Powhatan, British str., 1,640, W. F. Turner, 16th Sept.—Samarang 31st Aug, Sugar.— Dodwell & Co. PRINZ WALDEMAR. Germon str., 1,736, C Woltemas, 18th Sept .- Kobe 12th Sept.,

General, - Melchers & Co. BAJABURI, German str. 1.189, O. Koch, 13th | have been engraved by one of the most eminent Oct. - Bangkok via Swatow-4th Oct. - Rice a d Wood. Butte field & Swire.

October Bangkok 5th October, Richard Butterfield & Swire. SHANTUNG, British-str., -1,853, -Nicoll, 16th -Plan-of-Yokohama October-Samarang 5th October Sagaran

Butterfield & Swire. SHAWMUT, Amr. str., 9,606, Roberts,, 17th Oct. - Tacoma and Manila 15th Oct., General,-

Dodwell & Co. SIGNAL, German str., 900. G. Schlaikier, 16th Sept.—Pakhoi via Holhow 12th September. Cow and General-Jebsen & Co. SITHONIA, German str., 6,569, Brehmer, 18th

Oct. - Hamburg and Singapore 13th Oct., General.—Hamburg-Amerika Linie, Sorsogon, American str., 428, Vitteria, 7th Sept. - Manila 4th Sept., Ballast .- Order. SUNGRIANG, British str., 987, G. H. Peone-

fath r, 18th Oct. - Ningpo 15th October. -Butterfield & Swire. TAIWAN, British str., 1,042, J. V. Martin, 13th October-Saigon 8th October, General.-

Chinese. TAIYUAN, British str., 1,459, L. Dawson, 16th October, -- Melbourne 8th Sept., General, --Butterfield & Swire.

TARTAR, British str., 2.768, J. H. Davis, 13th Oct.—Vancouver 17th Sept., General.— C. P. R. . o. TATSU MARU, Japanese str., 1,948, Najanagi, 14th Oct.-Kobe 7th. October, General,-

Chinese. TELEMACHUS, British str., 1,340, Will'amson 12th October-Saigon 7th October, Rice, Meal and General. - hinese. TJIBUDAS, Dutch str., 2,959, P. Zwart, 16t]

October- Macasser 8th Oct., Piece Goods. -Java-China-Japan Lijn. WANDSWORTH, British str., 2,086, D. Thomas. 12th October-Moji 7th October, Coals.

-Shewan, Tomes & Co. Wik. German str., 1,810, Carstens, 16th Oct.-Hongay 13th Oct., Coal -Jebsen & Co. YRUNA, Amr. sfr., 469, H. Nelson, 16th Oct. -Amoy 14th Oct., Ballast - Chinese.

ZOBOA-TER, British str., 2,383, John Ewan,

17th October - Christmas Island 5th Oct., General.—Bradley & Co. Z. Y. DE ALDECOA, Amr. str., 1,260, Kandaro Echaus, 15th June-Manils 12th June .--Barretto & Co.

SAILING VESSELS. ECLIPSE, British barque, 2,968, J. McBryde, lst Sept.-New York, 6th May, Case Oil. -Standard Oil Co. ESKASONI. British ship, 1,670, W. McBurnie. 12th Oct.-Manila 13th Sept., Ballast.-

Dodwell & Co.

CHINA, JAPAN, COREA, INDO-CHINA STAM, STRAITS SETTLEMENTS. MALAY STATES, NETHERLANDS INDIA, PHILIPPINES,

> BORNEO, &c., WITH HICH ARE INCORPORATED THE CHINA DIRECTORY

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST

1906. THE FORTY-FOURTH ANNUAL ISSUE

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MACAC FRENCH INDG-CHINA: Annam Tourane Hue Saigen Tonkin Provinces Quinhon Cambodge PHILIPPINES Iloilo Cebu BORNEO British N. Borneo Labuan BANGKOR ... -STRAITS SETTLEMENTS Singapore, Penang, Malacca, Prov. Wellexley MALAY STATES Sungei Ujong Selangor

Pahang. Jelebu Persk NETHERLANDS INDIA Padang Samarang Buitenzorg Roprabaia Macassar East Coust of Sumatra NAVAL SQUADRONS German Russian Japanese

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PLAN OF KOBE AND HYOGO PLAN OF FOREIGN SETTLEMENTS, THENTSI PLAN OF TSINGTAU (KIAOUHAU) Plan of Foreign Concession, Shanghai: PLAN OF HONGREW (SHANGHAI) with Inset

Showing the EXTENDED SETTLEMENT LARGE PLAN OF THE CITY OF VICTORIA PLAN OF NEW TERRITORY (KOWLOON). PLAN OF KOWLOON

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France:—Tientsin, 1858; Convention, 186 Tientsin, 1885; Conventions, 1886, 1887, and 1895; Frontier Trade Regulations. United States :- Tientsin, 1858; Additional

1868; Peking, 1880; Immigration, 1894; Commercial, 1903. Germany:-Tientsin, 1861; Peking, 1880; Kiaochan Convention, 1898; Railway and Mining Concession, 1898. Japan :- Shimonoseki, 1895; Liaotung Convention, 1895; Commercial, 1896; New Ports

Russian:-S. Petersburg, 1881; Russian Land Trade, 1881. Portugal, 1888; Commercial Treaty, 1904. FINAL PROTOCOL made between China ar Eleven Powers, 1901

1896. Supplementary Commercial, 1903.

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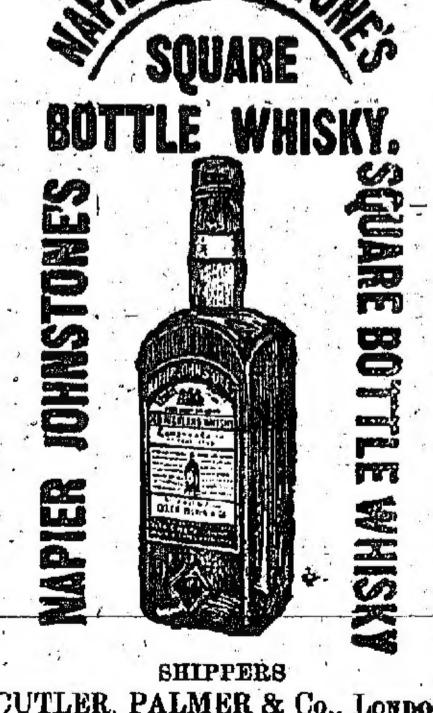
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MORE SHIPS THAN CARGOES.

ABE HUGE SHIPS PROFITABLE?

Such boats as the Lusitania, of the Cupare Line, whose measurement runs to 32,006 tons, must, to pay, take cargo just as much as the little "tramp." The effect of the new tonnage seems, as a writer in the Times (Financial Supplement) points out, to give increased advantage to the shipowner in that he can carry 24 to 5 per cent more than un er the old rules, but there is only a certain amoun of merchandine to be carried : -

Thus, if our ships can now carry more, they will got less freight per ton for what they do. carry. So the advantage of the lower load-line is lost in the multiplication of the amount of the available tonnage. . . . The general "boom in the international carrying trade, in auti cipation of which shipowners gave out their orders so freely nine months ago, has not come. There is an immense amount of ocean traffic in progress, but the supply of shipping has been increasing at a greater ratio than the traffic.". It is probable that managing owners of cargocarrying floots were never so puzzled as they are now-with an amount of finiting tonuage for which they cannot get paying freights and new yeasels coming forward month by month to add to their floits.

The great fleetaof cargo-boats ordered last year are now coming into business life. Only about one-half of the tramps ordered are yet in the water, so that the addition made to our merchant tonnage will be still greater before the end of

The liners are also corgo carriers, and are of such huge dimensions that in their particular arenues they take up so much of the cargo offering at whatever freights they can get as to leave little over for the tramps. Moreover, some of the liners-e-projetly in the East-no longer confine themselves to what may be called liner ports, but now, in search of cargo, resort to ports formerly served entirely by steamers of the tramp order.

International trade has, of course, been disturbed b. the Russian disorders, and the greater nctivity caused by the German miners' strike is now over.

The Eastern markets seem in a deplorable condition, and the American, which formed the one good feature last year, have been overborne by the immense supply of hungry tonnage:

By improvement of trade in so far as shipping is comperned is meast a higher ratio of mer chandise to be carried in proportion to the ships. That improvement will doubtless come if shipowners would cease from adding to their fleets

There must be now something like a million and a half tone of new merchant ships in course of preparation is this country slone, and the prospect is so dismal that the purchasers of some of these new vessels would very gladly sell them at lower prices then those at which builders could now contract to supply on the present basis of material and labour. In other words. those owners would rather make a capital loss now than risk both capital and interest in continuing an unremunerative business.

There may, however, be an increase in Atlantic trade in the autumn if the cotton and wheat harvests are good.

### ABOUT SIR ROBERT HART.

The Oriental career of Sir Robert Hart is the subject matter of an interest og article in the Sopiember American Review of Reviews. Sir Robert went to Chius in 1.54 as a tudent interpreter in the Hongkong Consulate. At this time Hongkong was a ten year-old British possession, and Shanghai was the only port included in the Customs Service. Nine years later, when he became inspector-general, there were but five ports under the department. 'Gradually," writes his bi grapher, "his !

became the financial pilot of the Empire. matters of foreign policy and trade his word was reached the folief celebrant. As the latter law. The Downger-Empress, Tsi-An, despot of the Imperial Court, bowed to his judgment. When the Tsung- i Yamen authorised a treaty, or instituted a public improvement, although its decrees made no mention of the British out the speech which he would have delivered. censor's name, the author of the treaty or the inventor of the innovation was Sir Robert Hart; and when someone must be found to put into effect the new plan, the Inspector-General. of Maritime Customs was the only man fitted for the responsibility."

mastery of the difficult and intricate language, us, in order that we may venerate his soul his success was largely due to a masterful grasp | with the necessary ceremonies." of the equally complex Chinese character, and also the official stiquette. Concerning the Unatoms Service the writer says: -

graduate, or the German sindent holding a enjoyed the privilege of his instructions and commission from Sir Robert, has learned long receive their hospitality. Headed by the ago that his lot is cast with an organisation offering as high a rate of pay and as good prospects as any corporation on earth. These foreign employees, personally nominated by the Inspector General, hold the more important positions of the service. They represent about twenty nationalities. Most of them are gentlemen by birth and education. The first requirement in every case is a knowledge of the official Chinese language, and the newcomer must spend two years at Peking to study it. To conclusion the writer remarks that despite his fondness for work, the Inspector-General is the most sociable, as well as the most amiable and unassuming, of men. He has encouraged one fad of which all Poking has heard. It is a nutive band of musicians the only Oriental orchestra that has been trained to render Occidental music in first class style. The band has been maintained by Sir Robert for a score of years or more, and the older he grows the more he delights to boast of its atlainments.

TOGO'S MODESTY

Mrs. Hugh Fraser has contributed a charming sricle to the "Fortnightly Review" on Admiral Togo. Here is no little story of the hero: "Not long ago Admiral Togo's humility led him into what he considered a terrible liece of extravagance. The Court photographer. Maruki, had once taken his portrait, and every. body was buying it—naturally enough. Togo saw himself in all the shop windows, and was very much troubled. He walked into Maruki's one morning and called for the head of the firm, who arrived with smiles and bows to welcome his illustrious client, but the Admiral's face was stern. 'I am shocked to find,' he said, 'that ! people are buying my photograph. It is very wrong that the should spend in ney on the portrait of such a supid person. I wish to have the negative so that you may print no more copies. Maruki (who told me the story himself) was making a fine harvest from the picture, and had no desire to part with it.

Your Excellency will have to pay for the negative, he explained. I know, the Admiral replied, aidly; what do you ask for it?

Maruki considered for a moment, and then negative that the hought would be a probabilities.

named what he thought would be a prohibitive price—twenty yen. Togo sighed. hat is a great sum for a poor man like me to pay—but I must have the negative. So he counted out the money and carried off the picture."

JAPANESE RAILWAYS.

The first practical stage of railway nationalization commenced on the 1st inst., when the Tanko Tetsudo and the Kobn Totsudo were handed over to the Government. The next lines to be so treated are the Japan Railway, the Gan-Yetau (Iwashiro and Echigo), the Sanyo and the Nishinari (Osaka and Tamba). By the end of the year the transfer of these lines will be accomplished. As an example of the convenience that will result the " Arabi" mentions the case of goods coming from Kofn to Yokohama. No less than four railways have to be utilized for the purpose, two private and two State Hence the distance is divided into four comparatively short sections, and short-distance rates have to be paid throughout, to say nothing of confusion, delay and inconvenience. Hence. forth-that is to say after November 1st when the Nippon Railway comes into the hands of the State-the rate will be calculated with regard to the entire distance and there will be a material cheapening of costs as well as a great improvement of facilities, " But the " Asahi Shimbun" is not to be regarded as a supporter of nationalization because it notes this advantage. It remains as inveterate an opponent of the change as ever, and predicts

MILITARY "FUNK."

themselves by degrees .- Japan Mail.

that the evils of the new system will declare

with a Sunday-school "treat," had an experience in the moments in the crank shaft. It may be such as tourists and others have often bitterly taken as proved that a somewhat smaller shaft complained in Jupan. They were seven in num- may be used with a turbine than a piston engine. planation of their action, and were then sent to turbine than with the piston engine. Taking, the police station for inquiries to be made, an | now, a given power say 80,000 horses, we can escent of soldiers accompanying them. The subdivide its transmission only over a limited youths explained they were not in front number of shafts. So far it has been found im-

purpose, and had no knowledge that they unpractical would be a more correct word to were doing wrong. An examination of the employ. The reasons are rather complex: But were detained, although they were of no value: Office of every nation has knowledge of the defences of the other, but it does not obtain that knowledge through schoolboys or tourists

#### GERMAN GENERAL DEIFIED.

CURIOUS JAPANESE CEREMO Y. The late General Meckel, who was formerly Army, has received the posthumous henour of bring elevated to the rank of a "deity. According to the Tokyo correspondent of the Berlin Lokalanseiger, the curious but impressive religious ceremony took place in the great hall of the Military cademy in Tokyo. At one end of the hall was erected an altar, on which was placed a portrait of the deceased German general. About fifty high officers, including Generals Oku.and Nogi, all of whom had been pupils of General Meckel, participated in the ceremony, seven priests in long robes of red and white officiating. Each officer as he entered was presented with a sprig of evergreen to which were attached strips of paper. Traditional offerings of nucooked fish, rice, onions, and other food and vegetables were then placed on the altar before the general's portrait, the authority extended beyond the Custems. He dishes being passed from hand to hand among the istinguished wongregation until they deposited the gifts on the altar all present

> claused hands thrice. General Kedama, who intended to be present at the ceremony, had, before his death, written This quaint address was read out by M.jor-General Ignobi. The invocation was as follows: "Viscount Kodama. General in the Imperial

Japanese army, invites the soul of our exalted instructor, the German General Meckel, to descend into this hall of the dilitary Academy, Apart from Sir Robert Hart's complete in which he formerly imparted knowledge to

After recalling the priceless services rendered to the Japanese Army by General Meckel, the The British scion of mobility, or the Harvard his soul would come among those who had Minister of War, the officers then laid their sprigs of evergreau before General Meckel's portrait, and, bowing low, retired from the hall. The queint coromony lested two hou s

AN OCEAN PROBLEM.

SPEED OF GREAT STEAMERS.

many is determined to build a pair of Atlantic liners to best the Lusitania and her sister. The proposed ships are to be larger, a little faster. and to be propelled by engines of not less than 75,000 indicated horse-power. Whether rumour is, or is not, correct concerns us just now not at all. The interest of the statement lies in its circumstances; in, that is to say, the mechanical problems whose solution is essential to success. Put into a nutshell, the question is, can 75,000 borse-power be used to propel a steamship? It has been and is contended now that the 65,000 horse-power of the Lusitania represents the maximum limit, beyond which it is impossible to go; and it has been stated, furthermore, that, but for the turbine this limit could not have been reached. This matter is well worth dis cussion. The Engineer proceeds to consider

on what facts these assertions are based. The power that can be transmitted from a engine to a propeller is measured absolutely t the strength of the propeller shaft-that is say, its ability to resist the requisite torque This torque varies only according to the rising and falling resistance of the propeller due the action of the sea, and the pitching an rolling of the bull when a steam turbine is us When a reciprocating engine is employed Some schoolboys, at Sheerness for the day further element is introduced by the variation ber, and their ages ranged from 16 to 18. Making How much smaller depends on the number of their way by the Sheerness beach slong the cranks. With Mudd's five-crank quadruplefront of the fortifications to Garrison doint, expansion engines, for example, the difference two of them snapshotted the battleship in diameter would be so small that it would "Repulse," another war vessel and the mail disappear in practice. Intermediate and packet "Deutschland.' The party, being propeller shafts of the same diameter would noticed by the soutries, were requested to go be used in both cases, but the factor before the garrison authorities to give an ex- of safety would be a little larger with the of the fortifications for any unlawful practicable to use more than three. Perhaps

negatives showed that they had not taken any if we cannot subdivide transmission indefinitely photograph of the fort or bat'eries, but the | we can reduce the torsional stress by increasing plates, with the photographs of the war vessels, I the velocity of rotation; and as, roughly, the torsional resistance to fracture of a shaft varies The lads were then allowed to rejoin their i as the cube of the diameter multiplied by the friends. When schoolboys belonging to a number of revolutions per minute and divided Sunday-school excursion are arrested for such | by a constant, it will be seen that a good deal off-noss, it does seem as if there was something | may be gained in this way. It is for this reason in the charge that militarism develops blue funk that high aprods, such as 180 revolutions per in its devotees rather than courage. The War minute, have been adopted in recent turbine steamers of large power. Furthermore, the speed of the vessel through the water being high, unless the screw revolves rapidly, the bitten with the kedak craze. - Jupan Chronicle. | pitch meat be very coarse. In this case two necessary conditions coincide, instead of being, as in very often the fact, more or less in opposition. It seems, then, that there is no reason to think that the power limit has yet been reached. If 75,000 indicated horse-power is needed instead the principal foreign instructor of the Japanese of 65,000 indicated horse-power, then retain existing diameter of shafts and make them turn round more rapidly This may, of course, involve some change in the form and dimen. sions of the propeller; but the thing can be

done, with certainty that the result will be

satisfactory.

We now come to another aspect of the problem. It has been plainly asserted that the reciprocati geogine could not be used to generate such enormous power. Turning once more to practice, it is pointed out that the single shaft of the Etruris transmitted 14,000 indicated horse power, and that this figure has not been much exceeded-probably 16,000 horse power is about the maximum that is to say, 32, 00 horse-power for modern twin-screw engines. In the Lusitania each shaft will have to transmit over 16,000 indicated horse-power. The last word has, however, not been said. Only about sixty-five turbines are now affeat, and whether it is that sufficient experience has not been ob tained with them, or that the facts are not favourable, the world has so far had to rest content with a general assurance that their performance is very satisfactory. We may accept this statement as quite true, and yet believe that the performance is not so a 'mirab'e that the doors of the piston engine is sealed; Now three 20,000 horse-power reciprocating five-crank quadruple expansion engines would not occupy as much floor spres as three turbines: of the same power. The piston engines would stand much higher; but the space above turbines cannot be utilised for any purpose, and may as well be occupied by eagines as not. But this is by no means all. If turbine shafts can be driven at 180- to 200 revolutions per minute, there is no practical reason why piston engines. be run at a less speed: velocity of revolution of the in big Atlantic liners might be doubled without difficulty, the sizes and weight of all the moving portions of the engines being reduced in proportion. It is an interesting fact that no attempt

has been made hitherto to drive na Atlantic ! liner with high speed engines; about 75 revolutions per minute is orthodox practice, seldom exceeded, and when we watch such gigantic Rumour has it, says the Engineer, that Gor. | engines as those of, say, the Campania; at work, we are disposed to say that they are going quite fast emough. But the great dimensions of the engines are due to their slow speed. Let us double the speed and we can reduce piston area one-half, retaining the same length of stroke. In the Navy bigh speeds are attained under all the vi-advantages of short strokes and connecting-rods with very fair success. There is no valid reason why they should not be tried in the mercantile marine outside the Channel steamships in which they have done so well.

> LORD CHARLES BERESFORD'S COMMAND.

> > POPULAR-APPOINTMENT.

Although no change will occur until March next, there is authoritative confirmation of the exclusive report published over a month ago in The Daily Telegrap, that Lord Charles Beresford will shift his flag from the Mediterranean to the Channel Fleet. Admiral Sir Arthur K. Wilson is about to relinquish the latter command on reaching the age of retirement from active service, after a long and distinguish d career, and Lord Charles Beresford is marked out by his past services, his seniority, and the confidence of the Admiralty and the public, as the successor to a post which has become the blue ribbon appointment in the Navy. The Channel Fleet is now the powerful seagoing force in the world; comprising, as it does, thirteen battleships and six armoured cruisers. It is intendas already reported in these columns, to strengthen it further at an early and convenient date, in recognition of the movement of the centre of naval power from southern to northern waters. In comparison with its state two years ago, it will shortly be twice as strong, comprising no fewer than sixteen battleships, apart from the splendid armoured vessels of the First Cruiser Squadron. This has been common knowl dge in influential naval circles for som? time. The augmentation of Lord Charles's future command will be effected by withdraw. ing two more bettleships from the Mediter. ranean where he is now Commander in Chief. and by assigning to him the Dreadaought, now completing for sea at Portsmouth, as his flegship. In these circumstances, Lord Charles will hold the most enviable post open to an officer of his Majesty's sea service, and at the same time will have the proud distinction of flying his flag in a battleship of unique power of defence and offence; a vessel, moreover, which has excited more interest than any man-of-war hitherto added to the Fleet.

At the same time, it may be added that no dramatic redistribution of the British Fleet is contemplated, because it would be quite undecessary, nor will Lord Charles enjoy any greater m saure of authority than does Sir Arthur Wilson, whom he is about to succeed; Like Admiral Wilson, he will be the senior officer, flying his flag affect, and in virtue of this he would be in supreme command of all the British forces in home waters in time of war, and during joint mancoures in the spring and winter he will be in charge of all the firets and squadrone engaged, just as Admiral Wilson hos been in the past two years. Next summer Lord Charles will have under his orders for several weeks no fewer than thirty battleships, apart from vessels in reserve, commissioned with nucleus orews. These vessels will include the eight battleships of the Atlantic Fleet, the six of the Mediterranean Fleet, and the sixteen of the Channel Fleet, and in addition there will be sixteen atmoured cruisers and a large

number of other ships. The episrged Channel Fleet will continue to be responsible for the defence of the English Channel and North bea, and will be based on the home ports Chatham, Devonport, and Fortsmouth, as at present making Portland and Rosyth its principal points of rendezvous The Atlantic Fleet, with the Second-Cruiser Squadron, will still have Berehaven, on the Irish coast and Gibraltar as its points d'appui, and the ships will be repaired mainly at the latter port, while in accordance with custom the M. diterranean Fleet will operate from Malta. visiting Gibraltar from time to time, as usual. These arrangements fit the strategic necessities of the time, although officers of the Fleet anxiously await the provision of an adequate war port on the east coast, which can serve as a permanent base for a section of the Chanuel Floot. It was the intention of the late Government to provide such a port at Hosyth with little delay, but the scheme is now being advanced soslowly that many years must elapse before the port will be of use. Until docks, basins, and workshops have been provided, Mosyth capnot serve as a naval base, but moorings have been laid, so as to enable the Channel Fleet to make it an occasional port of call during its periodical

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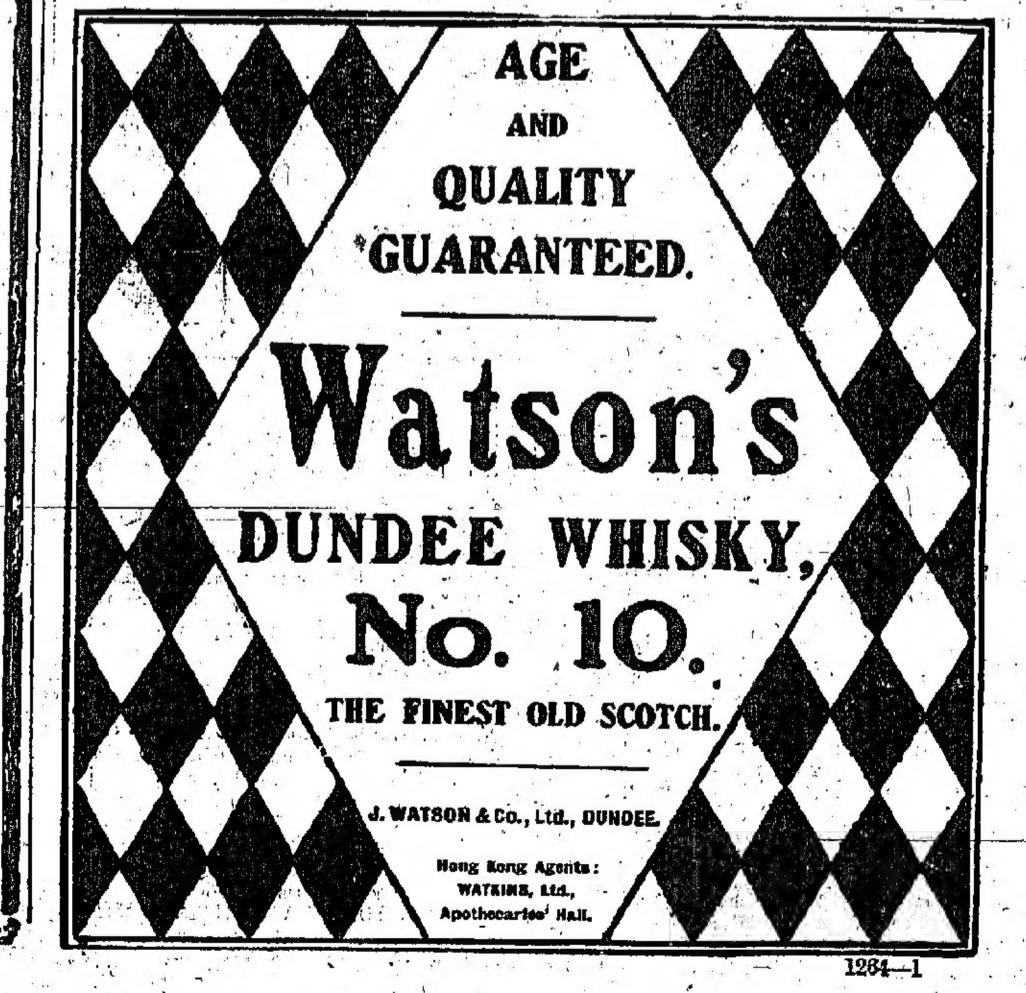
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landed here. Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after MONDAY, the 22nd Oct., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd Oct., or they will not be recognised. All damaged packages will be examined on MONDAY, the 22nd Oct., at 3 P.M. No Fire Insurance has been effected. G. DE CHAMPEAUX.

Hongkong, 15th October, 1906.

AUSTRIAN LLOYD'S STEAM NAVI GATION COMPANY.

NOTICE TO CONSIGNEES. FROM TRIESTE, PORT SAID, SUEZ. COLOMBO. ADEN, BOMBAY, PENANG AND SINGAPORE.

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"Calipso," transhipped at Trieste. From Zansibar, ex 8.8 "Africa," transhipped at Aden. Optional Cargo will be discharged here unless

notice to the contrary be given immediately. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the undersigned before Noon on the 23rd Oct., or they will not be recognised.

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BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. STEAMSHIP "SHAWMUT,"

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ture and to take immediate delivery of their Goods from alongside. Cargo impeding the discharge of the Vessel will be lauded and stored at Consignees' risk and expense. No Fire Insurance will be effected by us in

any case whatever. DODWELL & Co., LID., Hongkong, 17th October, 1906.

NOTICE TO CONSIGNEES.

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No Fire Insurance will be affected by me in any case whatever. Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed

hour. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns. E. A. HEWETT,

Superintendent. Hongkong, 18th October, 1906.

HAMBURG-AMERIKA LINIE.

THE H.A.L. Steamship

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take immediate delivery of their Goods from

alcugside. Optional Cargo will be forwarded unless notice to the contrary be given before To-DAY. Any Cargo impeding Ler discharge will be landed into the hazardous and owextra hazard ous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Oct. will be subject

to rept. All broken, chafed, and damaged Goods are to be left in the Godownz, where they will be examined on the 24th Oct., at 3.P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 18th October, 1906.

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any case whatever. All damaged packages must be left in the Gedowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised Optional goods will be landed here unless instructions are given to the contrary before

4 P.M. TO-DAY. JARDINE, MATHESON & Co., Hongkong, 18th October, 1906.1

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES. FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

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will be subject to rent. All ship-damaged packages must be left in the Gedown, and Notice of same sent to this Office before the 28th October, or Claims in connection therewith will not be recognised. No Fire Insurance has been effected. NIPPON YUSEN KAISHA,

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Hongkong, 18th May, 1904. HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alscrity, despatch-boat, 1,700 tons, 10 guns. 3,000 h.p., Comdr. E. La T. Latham. Hongkong Astraca, 2nd class vuiser, 4,360 tons, 10 mass 7.000 i.h.p., Captain C. L. Vanghan-Lee en route Shanghai & Weibaiwei

Bramble, gunboat, 710 tons, 900 h.p., Lient. E. C. W. Davison, Hongkong Britomart, gunbost, 710 tons, 800 h.p., Lieut. W. L. Bamber, Yangtaza Cadmus, British sloop, 1,070 tons, Comdr. B. L. Majendie, Weihaiwei Clio, British sloop, 1,070 tons, Comdr. C. D.

S. Raikes, Shanghai Diadem, 1st class cruiser, 11,000 tons, 16 gans, 16,500 h.p., Capt. H. W. Savory, W'haiwei Fame, torpedo-boat destroyer, 360 tops, 6 guns, 5,700 h.p., I leut. Comdr. Haghes, Flora, 2nd class cruiser, 4,360 tons, 10 guns.

7,000 i.h.p., Capt. Grant Dalton, Hongkong Hundy, terpede-boat destroyer, 260 tons, b gun-4.000 h.p., Lieut. Comdr. Cox, Weihsiwei Hart, torpedo-boat destroyer, 260 tons, 6 guos 4000 b.p., Lieut, Comdr. P Henniker Heaton, Weibaiwei Janus, torpedo-boat destroyer, 280 tons, 6 gui-3.900 h.p., Lt. Comdr. Darwall, Weihaiwei

Kent, cruiser, armoured, 9,800, tons, 14 guns, 22,000 h p., Captain S. V. Yde Horsey. Weihaiwei King Alfred, British cruiser, 14,000 tons. Capt. Cecil F. Thursby, Weihaiwei Kinsha, river gunboat, 331 tons, Lieut.-Comdy P. Crabtree, Shanghai

Monmouth, erniser, 9,800 tons, Capt. J. A. Tuke. Weibaiwei Moorhen, river gunboat, 180 tons, 2 gun, Lient.-Comdr. Vaughan, Hongkong Nightingale, river gunboat, 85 tons, 240 h.p., Lieut. Comdr. R. S. Roy, R.N., Shanghai Otter, torpedo-boat destroyer, 350 tons, 6 guns, 6300 i.h.p., Lt.-Comdr. Kiddle, Weihaiwei Prometheus, 3rd class craiser, 2,400 tons, Comdr.

R. W. Bentinck, en route Australia Robin, river gunboat, 85 tons, 2 guns, 210 h.p., Lieut.-Comdr. Walcott, Hougkong Sandpiper, river gunboat, 85 tons, 2 guns; 240 h.p., Lieut. Comdr. H. T. Atlay, West River Snipe, river, gun-boat, 85 tone, 2 guns, 240 h.p. Lieut. Comdr. T. J. S. Lyee Yangtsze Taku, torpedo boat destroyer, Hongkong Tamar, receiving ship, 4,600 tons, 6 gun-

Teal, river gunboat, 180 tons, 2 guns. Lieut. Comdr. Secretan, on Yangiase Terrible, cruiser, 14,600 tons, Capt. Ballard, en route England Thistle, gamboat, 710 tons, 900 h.p., Lieut., Comdr. West, Shanghai Virage, torpede-buat destroyer, 360 tons, 6 guns,

Commodore H. P. Williams, at Hongkong

6,340 i.h.p., Lieut. Comdr. Stevenson. Weibaiwei Waterwitch, surveying ship, 620 tons, 450 i.h.p., Comdr. A. W. Glennie, surveying Whiting, torpedo-boat destroyer, 350 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. C. E. L. Thomas, Weihaiwei

Widgeon, gunboat, 195 tons, 2 guns, 800 h.p. Lt Comdr. G. B. Spicer Simson, Yangtez. MEL Shai Stt Li-Pears, American lb 15 Woodcock, gunbeat, 150 tons, 2 guns, 550 h.p. i Lieut, Comdr. G. J. Todd, Yangteze Lieut.Comde. J. F. Knox, Yangteze

AVERAGE MARKET PRICES.

October 18th. The Prices are given in Dollar Cents. BUTCHER MEAT. 內詞程 Mel Lung Pà Yuk—Beef, sirloin & prime cut ...... 1b. 20

內中國 Ham Ngau Yok—Corned Beof , 20 內中國 Shiu Ngau Yok—Roast Beof.... , 20 Ngau Lam -- Breast of Beef ..... Tong Yok-Beef for soup....... 15 May Ngau Yok Pa - Beef Steak ...... Ngan Yok Ch'ong-Sausages... Ngau No-Bullock's Brains per set 1 Ngan Lok-Boof Steak, Sirloin .. 30 Ngau Le-Bullock's Tongue, frosh

stoped Ham Ngau Lo- , corned , 55 M4 Ngau Tau - Bullock's Hoad ... .. St 4 Ngau Sam- , Heart ... 1b. 12 He Han Ngau Kin-Beef Hump, ma Ngau Kök-Bullock's Feet ... each 7 Ngau Iu-Builock's Kidney ... ,, 10 Ngan Mer-Bullock's Tail ...... 17 Ryan Kon Bullock's Liver ... 1b. 12 14 Ngau To-Bullock's Tripe,

MAGP Ngau Tsai T'au Kok-Calves, 骨牌单 Yong Pai Kwat-Mutton Chop 16 24 比率 Youg Pe-Leg of Mutton ...... , 24 李羊 Yong Shan-Mutton Shoulder ... 图单 Yong Ton -Sheeps' Head por set at A Yong Sam—Sheeps' Heart ... 1b. 6 Ha Youg Kon-Sheeps' Liver ... 3h 24 Cha No-Pig Benins ......per set. 2 Chū Tshp—Pigs' Fry ...... 1b Tha lu-Pigs Kidney ......pair 7-Cha Pai Kwat-Pork Chop ... .. 22 Chu Sam- Pig's Heart ..... each 9 肝器 Chu Kon-Pig's Liver ........ 1b. 25 仔猪 Chu Tsai-Sucking Pigs (to

海中性 Shang Ngau Yau Beef Suet ... 16 报单生 Shang Yong Yau-Mutton Sout . 21 Bran Lap Ch'ang - Beefsans my .. 21 题路中 Ngau Lap Ch'ong - Veul " " " " " FR Kai Tsai-Chicken ..... Sin Kni-Capona ...... 極斑 . Pan Kau-Doves ...... each 17 ■水堤雀 Sung Sheng Shoù Ap - Wild Duck, Ap-Ducks..... 16. 22 Kai Tan-Hen's Eggs ......... doz: 20 

题内述 Hoi Nám Kai—Fowls, Hainan... ,, 25

MERE Shong Hoi Ya Ngoa - ieeso, Wild. Shanghai ..... pair Canton each 26 Bak Kop-Pigeons | Hoihow 22 Om Ch'un --Quail...... Ga To Tsai - Hare ...... the Shin Kar-Phersant ...... cha Ku - Partridge ...... etch 養花禾 Won Fá Tsök—Rice Birds A. doz 52 So Ts'oi--Snipe...... each 23 na Shou ap -Teal ..... Emk Foa-Kai Kung-Turkeys, Cock Ib. 65 E. a Kai Mo-Tarkeys, Hen ... , 45

四級 Kai Yu-Barbel ...... ; 15 Pin Yu-Breum ...... 15 鱼水溪 Tam bou Ya -- Canton Fresh-Man Yu-Codfish ...... 135 M Hai-Crabs ...... 18 mak Yu-Cuttle Fish ...... 5 13 報選 Hoi Sin - Eels, Conger ....... い い Tau Shui Sin-Eels, Frash

Wong San Lets, Yellow ..... , 24 野石 Shak Pan-Garoupa ...... ... 30 A Pak Kap Yu-Gud pon ........ , 12 Tso Pak Yu-Herrings ...... .. 20 五花版 Wong Fà Yā-Labrus ....... , 20 Lung Hà-Lobst es ...... 28 Shi Xu - Mackerol ...... " , 14 

Sing Ho-Oysters ..... 2 21 Kai Kang Ya-Parrot Fish ... Tau lio-Perch ........ 数子的 Hau I'sz Ya-Pike..... Bath Fa Po Tun -Plaice 28 Pak Chrong -- Pomfret, White., p 28 All Hak Chrong - " Black ... 3 24 Ming Ha - Prawns ....... , 48 Chun Yil -Roach ...... 24 A = Sa Yu-Shark ..... 成是 Ma Yau Yu-Salmon, Canton ... A4 Shang Yu-Salmon, Fresh Water, 32 Ha\_Shrimps ..... Po Yu-Skate ..... A V Lap Yd-Snapper .....

A Tat Sa Yu-Soles..... ag Wan Yu-Tench ..... mm Kök Yü-Turtles, small, frosh-FRUITS. 本中山全 Kam Shan Ping Ko-Apples, 

数子本天 Tin Tsun Pin Ko-Apples, C'foo ,, -Hoi Tong -Apples, small, Chefoo, Macoa ..... each 4i 本日 Yat Pun Ping Ko-Apples, Japanese ..... lb. -A Shang Sheg Heung Tsin-Bananas, fragrant, Canton

Mall Shang Heung Tsiu-Banan is brides, Macao ...... Yeung T6-Carambola ....... Fung Nut-Chestnuts, Chinese ,, 14 Ye Tez - Cocoanuts .....each th Tan P'o Tai Tsz-Grapes... lst ql. lb. -Ning Mong-Lemons, Chinese " Kam Shang Lingwon-Lemon, ql. Američan ....each 7 ta Lai Chi-Lichees, Fresh.....1st ql. -

数数器 Lai Chi Kon - Lichees, Dried lb, 45 子竹山 Shan Chuk Tsz-Mangosteens doz. -per 100 .....1at -成四种 Yong Sni Kwa-Water Molon, American..... per lb. 6 KE Sai Kwa-Water Melons China lb. 3 成香 Hong Kwi - Musk Melon American...... each Passion Fruit, American... per doz -

子竹山 Mangoesteen .....

Papaw 1st...... 15 10 2nd...... 7 Pak Lam-Olives ..... Ch'ang-Oranges, Am., Sweet . 5 Chiu Chau Chang-Oranges Swatow ..... Willia O Mun Chang-Oranges, Magao ,, -And Chu Sa Kat- , , Small , -" Mandarin " —

柏甜 Tim Kat--

Ma Sin Tei-Pears, Cooking, Canton .. 10 Sa Li-Pears, Shanghai ...... The Hung Tsi -Persiminons large Mang Li-Pluma, Sertow .... 國務地本 Pun Ti Po Lo-Pineappl ....ql Pineapple Coong only ... 2 id

A L Tat Tan -Plantaine ..... 16. 2 tate Luk Yau-Pumelo, Amoy ...ouch 他接着 ChimLoLuk Yau — Pumelo, Sin n . 16 林宜新 San Hop T'o-Walnuts, Fresh 1b. \_ 検査 Hop To-Walguts, Green ..... VEGETABLES, &c.

竹治了海上 Shanghan Ya Chi Chuk-Artichokse, Shanghai 秦韓國 Loong Soo Te'oi - Asparagua das -盛开 Chuk Sun -- Bamboo Shoots ... tb. --X & Nga Tabi - Boans, Sprout .... 角盤 Tau Koy - Long ........ Min Tau - Broad ..... Moon Bin Pau-Beans, Macao (French) ...... AMM Hung Tau Ts'o i -Beetroot ... each 2 \$文 Kau Sun -Cano Shoots ..... bon Ho -在會 Ts'ing Ke-Brinj ils, Great :.. lb. 4 

31 Chuk Shun-Bamboo Shoots ... 本 Kais Ts'oi - Cabbago, Chinose , 6 本作选上 S'hai Kai Ts'oi - , Shanghai e 151 16 在英國 Ye Ts'oi Fi-Caulidower................ 在集職大 Ta Ye Tsoi Fa ... Large Size .. -在集團中 Chung Yo Tyoi Fa Cauliflower. Mod. Size .... 本序 Can Ts'oi-Celery, China ...... lb. lt) 菜屋市 Young Can Ts'oi-Celery, Eng. . . -

数域化 Kon Lat Chiq-Chilies, Oried ... 10 数据算 Taing Lat Tsin-Chilies, Green , 10 数化紅 Hung Fit Tsiu—Chilies, Red ... 10 虚者 Taing Hwa-Cucumbers ...... AMEM KE Li Ta'oi Liu-Curry Stuff, English ..... ma Ch'ung Tau-Garlio... 五子 Taz Koung-Ginger, young ... , 10 Ta'ing Tau-Green Pess ..... 力機 Kan Lik-Horse Radish, S'h ii , 50 来闡 Suk Mai-Sweet Corn ......... piece -

生華 Young Shong Troi-Detting.... 2 Mush Melon. 选 算生 Shang Tao Ku - Mashrooms, fresh 版盘译 Young Ts'ang Tau -Onions, B'n ty. 15 At Shang Ts'ung -Onions, threen ... .. 纸盘本日 Yat Pun Ts'ung Tan-Onions. Jispanese .... 順度海上 Shanghai Ta'ung Tau-Uniona." Shanghal ..... 

bundle .. ... per lb \$2.(X) 了整洲福 Foothow Shu Pani -- Patients. Foodhow ......lb. 仔萄海上 Shanghai Shu Tsai - Potatoes. Shanghai ...... lb. # げ 香本日 "Yat Pun Shu Psai -- Potatoes, Јаракове..... 任意門後 O Mun Shu Pasi - Potatops. Macso ..... 6 序學政化 Fa Ke Shu Taki -Potatosa.

American ...... 四個 Fan Shu-Potatoes, Sweet ..... 最多 Tung Kwa—Pumpkin........... 任白國紅 Hung Lo Pak Pari — dadish ... , Sko Ye Ts'ol -U tobaga Root .....etta -n 200 Kon Tstang Tau - Shalots..... 10. A Yin Ts'oi -Spinach ..... 面事 Fu Tau - Paros Fan Ke-l'omatoes..... Ma Lo Pak-Spinson Chinese. 1 fau kok 調達 Lin Ngau-Lily Root..... Mar Young La Pak-Turnips, Eng. 16.65 Thit Kwa - Vegetable Marcow, American ..... Mit Thi - Water Chestauts.

全种四 Sai Yueng I's'ol - Water Cresses, 12 C. W. Burr Inspector of Markets. The prices necessarily vary from day to day

Chestnuts, Mandaria ..... 6

透過林性 Kwei Lien Ma This-Water ...

and the Sanitary Board has no power the compat stallholders to sell at the prices quoted. . G. A. WOODCOOK, Secretary, Sanitary Board.

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